

Triumph News

The Newsletter of the Central Pennsylvania Triumph Club

Volume 36 Number 12

December 2024



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www.cptc.org

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The Central Pennsylvania Triumph Club is dedicated to the preservation, restoration, and enjoyment of all automobiles built by the Triumph Motor Company and its successors from 1923 through 1981. Annual membership is \$20.00 (\$15.00 if you opt for the electronic version). **Triumph News** is the official newsletter of **CPTC**: its objective is to encourage research related to Triumph automobile history and to disseminate technical and current/historic information to its members. **Triumph News** is published monthly.

CPTC will consider running commercial advertisement that is representative of maintaining interest in the preservation of the Triumph automobile as a service to its members. Interested businesses may contact John Miele at 717-566-7228 or email newsletter@cptc.org to discuss placing an ad and available rates. All ads are subject to board review and approval.

Information found within this newsletter is believed to be of interest to the Triumph owner. Opinions expressed may or may not reflect the ideas of all officers and members. Technical material is provided for reference and should be used advisedly.

All material intended for **Triumph News** should be submitted to John Miele, Editor. Contact information: Phone ~ 717-566-7228 or email newsletter@cptc.org.

Ads for The Brokerage are free; they usually will run for several issues and must then be resubmitted. Ads should be received no later than the beginning of the third week of the month. Late arrivals will be printed when possible.

Visit www.cptc.org to view the club website, with an expanded calendar of events and photos.

Central Pennsylvania Triumph Club Officers

Rich Roenigk	President	717-487-1795	president@cptc.org
Rory Liebrum	Vice President	717-645-0581	vp@cptc.org
Mary Ann Berrian	Secretary	717-798-1922	secretary@cptc.org
Eileen Dilger	Treasurer	717-258-4048	treasurer@cptc.org
John Miele	Newsletter Editor	717-566-7228	newsletter@cptc.org
Ron Weber	Webmaster	717-867-4548	web@cptc.org

A Few Words From Our President ~ Rich Roenigk

Looking back over the past year, it has been filled with many events to exercise our cars. Recapping the events of 2024: National Drive Your Triumph Day, Tour of the Hersey History Center, Denny Ryder's Tech Session, Apple Blossom Tour, Carlisle Import Show and the Williams Grove Car Show. The highlight was our 35th Anniversary Party with a memorable cooler for each attendee. Two picnics-Mid-Summer and Good Bye Summer were followed up with a Fall Leaf Tour. Our annual Christmas Party and silent auction is coming soon - this is an event you do not want to miss. Please consider donating an item for the silent auction and also consider wearing a Christmas outfit for the occasion.

Having a Facebook page and a website has allowed us to recruit 12 new members for a total of 123. All members should periodically check our website (www.cptc.org) for upcoming events and photos of our previous events.

I would like to take this opportunity to thank all the Board members for their diligence and the extra time involved to make our club a viable one. This does not happen easily or on its own. A special Thank You to Ron Weber, our current Webmaster, who has served for several years on our Board. Our new Webmaster for 2025 will be Robert Van Dam. Welcome, Robert!

Many events for the 2025 driving season will be repeats; but we are always looking for new events and ideas from our members. Please let a board member know your thoughts. Anyone can host an event!

Stay Safe, Keep Calm and
Motor On!

Rich



2024 Calendar of Events

The caption **CPTC Event** means the event is sponsored by our Club.
The caption **CPTC Event*** means the Club has a presence within the main event,
such as our tent at the Carlisle Import Nationals.

Visit www.cptc.org for updated event information.

12/8/24 CPTC Christmas Party - 1:00 - 4:00 PM at the Hershey Italian Lodge, 128 Hillcrest Road, Hershey. See P. 11 for details.



Making British Car Connections

~ By Ron Weber

“Making British Car Connections” can mean a couple of things. Of course, it can mean attending the National Vintage Triumph Register meet or heading up to Watkins Glen to chat with other British car denizens. For this article, let’s take it literally to mean connecting two wires together in a British car.

We all know the old joke that Mr. Lucas put connectors in his wire harnesses as a place to let smoke out. The ironic part is this is partially true since most wire harness issues can be traced back to the connectors. A wire is, for the most part, static and can carry its rated current for many years as long as wire corrosion doesn’t set in. The connectors, on the other hand, are the variable element in a wire harness. They are exposed to the environment and can and do change over time- sometimes with catastrophic results. The key is to keep the connector interface resistance as low as possible and as stable as possible for as long as possible.

Wire harness connections in our cars can be split into separable and non-separable. Each have their place in our cars and can be reliable when done properly. Separable connections we see most often are the infamous “LUCAS® Bullet” connectors and the “LUCAR®” spade/receptacle type.

Non-separable connections we see are either permanent mechanical connections such as screw terminations, permanent soldered terminations or those “creative” terminations done by previous owners. Let’s talk about the non-separable connections first and then delve into LUCAS® Bullet and LUCAR® connections along with some things that can be done to make them more reliable.

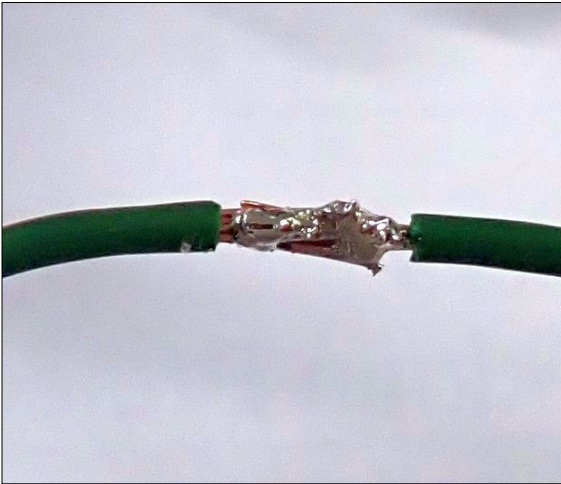
When permanently connecting two wires together, there are a number of options available. Soldering and crimped splices are two proven options. Both have their pros and cons.

Solder termination is easy, reliable and can be used to make inline butt splices or pigtail splices. The key to soldering is using a properly sized soldering iron to get heat into the joint quickly. Using a 15W Radio Shack pencil iron (that’s been in the bottom of your junk drawer for 30 years) to solder two 14 gauge wires together won’t cut it; so get the proper iron for the job. An iron of ideally 60W is about right for most soldering you’ll encounter. When the right iron is used, the joint heats up quickly such that lightly feeding solder into the joint causes it to instantly wick throughout the joint. The resulting joint should be nice and shiny. If it is dull, “blobby” and frosted-looking, the solder was not hot enough and is called a “cold-solder” joint that won’t be reliable.

(See Figure 1 - next page)

Continued on P. 6

British Car Connections (Cont.)



(Figure 1)

Note how the solder didn't flow into the wire strands. If this happens, reheat until all the solder reflows into the joint again and cools to a nice, shiny surface. Once the joint is cool, wrap with electrical tape to insulate or, even better, use shrink tubing for a neat, professional look. When using heat shrink to insulate a butt joint, make sure to slip the heat shrink on one wire before soldering to the other.



(Figure 2)

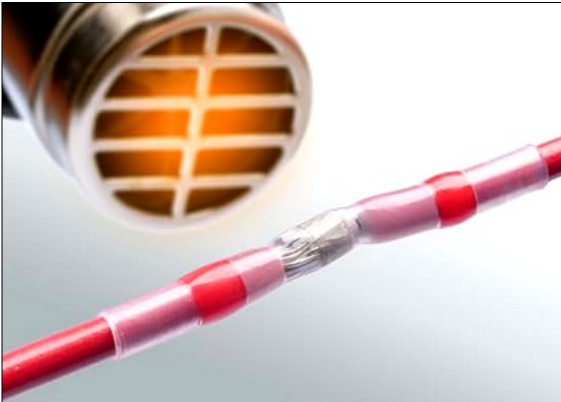
TIP #1: It's often tough to keep one or more wires together to solder them. Pull a single wire strand from a piece of scrap wire and use it to tightly wrap the joint before soldering. Snip off any excess wire and cover with shrink tubing.

TIP #2: Make sure you only use rosin core solder on electrical terminations. NEVER use acid core solder products. Secondly, unless you're an expert, stay away from lead-free solders. 60/40 tin-lead solder is fine for most everything you will need to solder.

One relatively new solder termination option worth mentioning is called a solder sleeve. A solder sleeve combines a ring of solder inside a clear plastic shrink tube and works well for making a butt splice termination. When heated properly, the tube shrinks and holds the wires together until the internal solder ring melts and solders the wire. The best products on the market are arguably RAYCHEM solder sleeves but they are expensive. Much less expensive ones can be found on Amazon but these are pretty sensitive to temperature. I've found the best way to heat these is to use a two speed Harbor Freight Heat gun (Figure 3 - P. 7) set on the low setting. Do not use a propane torch on solder sleeves! It takes a couple minutes to heat with the heat gun; but the result is a nice, sealed and soldered connection.

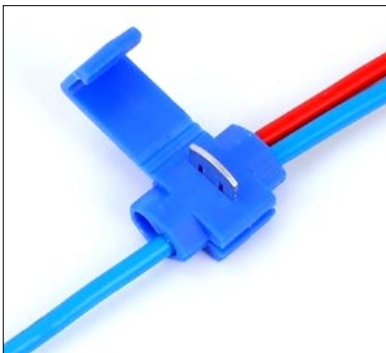
Continued on P. 7

British Car Connections (Cont.)



(Figure 3)

There are also insulation displacement (IDC) options (Figure 4). I'll be blunt about the these – they have no place under the dash of our cars and are too unreliable for use in our cars.



(Figure 4)

Stay Tuned for Part II ...

**Election Results
CPTC's
Board of Directors**

Elections results are in for the following offices on CPTC's Board of Directors:

- Rory Liebrum - Vice President**
- Eileen Dilger - Treasurer**
- Robert Van Dam - Webmaster**

Please remember to thank these folks for their willingness to serve as we strive to make our Club the best it can be!

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Homage to The Roadster Factory ~ By Woody Colbert

The photos show the total devastation and building loss at The Roadster Factory after a catastrophic fire, plus a TR3 in worse condition than almost any other.



Many of us had dealings with and memories of Charles Runyan's Roadster Factory and his "Summer Parties". For those who visited, this view from the rear of the property shows that little remains but the loading ramps and a roasted TR3.



Having been raised nearby, my first memory of this place was a chicken coop on Killen Road, the main road at that time. How great it was to return a score of years later (with a TR3) to find this gold mine!

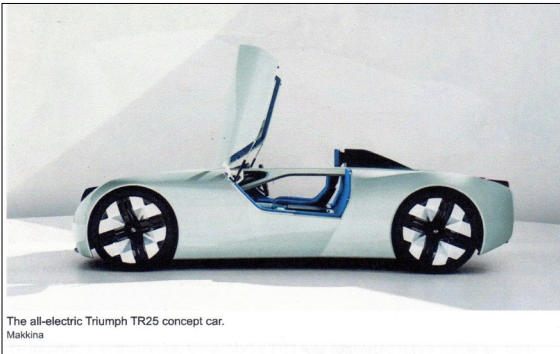
Editor's Note: The author is self-described as a new, but recycled, Club member who led the sing-along on the main stage for Charles' WWII Summer Party while other CPTC members worked hard on the racing aspects of the event.

[Ed.] ~ Pleased that TRF is making the effort to rise from the ashes ... and achieving great strides in doing so!



Triumph TR25 EV Concept Car A Triumphant Return?

A collaboration between the BMW Group and the London-based automotive design house Makkina resulted in this single-seat EV concept car inspired by the famed 1953 Jabbeke TR2.



The TR25's chassis and body panels are made from carbon fiber. Removing the top panel reveals a flip-out jump seat of limited usefulness. A tiny fly screen is the only weather protection offered.



The driver's seat is fixed; but both the steering wheel and pedals are adjustable for driver comfort. The Makkina roadster is fully electric and based upon BMW's i3 platform. While the car boasts numerous modern upgrades, its modest 115 mph maximum speed won't break any records.

Although we have yet to see a concerted effort from BMW to return the Triumph motorcar to its former glory; this may be the initial step in the process.

Editor's Note: Excerpts for this piece were taken from a July 13, 2023 article by Tim Pitt.

**Submitted by Woody Colbert.*





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CPTC Christmas Party

Hershey Italian Lodge
128 Hillcrest Road
Hershey, PA
December 8th
1:00 PM – 4:00 PM

Please join us for an enjoyable Sunday afternoon to begin the Holiday Season.

Dinner choices include salad, potato, vegetables, rolls & butter, coffee and hot tea. The entrées are as follows:

**Black Pearl Salmon
or
Italian Baked Chicken**

Vegetarian meal choice:

Stuffed Shells w/ marinara sauce

We will forego the traditional gift exchange in favor of a Silent Auction. Please bring any items you wish to donate with you.

Also, please contact Bill Shover prior to the party with a description of any items to be donated. Bill's email is: wsspis@pa.net

A cash bar is available for soda, beer, wine and mixed drinks.

(Continued top, right)

Reservation deadline has passed.

No walk-ins or late requests can be accepted as entrees have to be pre-ordered.

The Vintage Triumph Register

The Vintage Triumph Register (VTR) was founded to promote historic research, encourage sensible and accurate preservation of Triumph automobiles, maximize the enjoyment to be had from driving a Triumph and emphasize camaraderie and social interaction among Triumph owners. VTR welcomes all Triumph automobiles.



Membership to VTR is \$35.00 USD, which includes six bi-monthly issues of *The Vintage Triumph* magazine.

Write to: VTR-E-New Membership, PO Box 655, Howell, MI, 48844 or visit www.vtr.org for more information and a membership application.

The Club Corner

A 'Must See' Show

For those who subscribe to Amazon Prime, the final *Grand Tour* featuring those whacky Brit car guys, Jeremy, James & Richard, is a show you won't want to miss.

This final iteration of the *Grand Tour*, *One for the Road*, begins in Zimbabwe, Africa and highlights a car each of the guys have always wanted to own; but had never purchased prior to this adventure.

Spoiler Alert: One of the cars is none other than a Triumph Stag with the original Triumph V-8 engine.

Worth the Watch!



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The Brokerage

Where Buyers Meet Sellers

Disclaimer:

Items for sale are provided as a courtesy to members of the Central Pennsylvania Triumph Club (CPTC) and the readers of *Triumph News*. This section is provided solely to facilitate contact between Triumph enthusiasts and the use of this information shall create no liability or responsibility upon CPTC, or its Officers or Directors.

For Sale:

1960 TR3A Project Car – I picked up this TR3A a couple of years ago, thinking that it would be a nice retirement project, but I find I don't have the time nor the money to see it through. The motor had been rebuilt by the PO, and I had the transmission and overdrive rebuilt and put them in a spare frame with the rest of the suspension and brakes. The body is rough, but I have the new rockers, floor pans and loads of spare parts. I'm asking \$5600. The car is located in Greensboro, NC. Call Steve [Non-member] at 336-689-7348 or email at sparker27407@gmail.com [Listed 10/24]

1970 Triumph Spitfire - Last year for the rounded tail. Mazda high back seats, rebuilt transmission, new electronic dash gauges, new top and boot cover. Runs nice; but not a show car. \$7800. Call Larry (non-member) at 717-424-6020 [Listed 5/24]

1959 TR3, 1964 Spitfire, and 1972 MGB for sale 1959 TR3 is a project car with most parts, very little rust. Asking \$3500. 1964 Triumph Spitfire was restored years ago, no rust, asking \$5500. 1972 MGB is in decent shape, asking \$3750. Contact Ed Wagaman (Member) at 717-476-3198 [Listed 11/23]

Continued on P. 14

The Brokerage (Cont.)

Car Parts - For sale/Want to Buy

Want to Buy: 4 stock rims for a 1980 TR7. Please contact: Fred Cluck (Non-member) at 717-413-8363 or Email fredcluck1@gmail.com [Listed 11/24]

1972 TR6 Parts for sale: Hood, Trunk, Fenders available. Contact Ed Wagaman (Member) at 717-476-3198 [Listed 11/23]

Want to Buy - Set of 4 wire wheels for '65 TR4A. Text Bob Switalski (Member) at 717-475-0866 or email mswitalski@comcast.net [Listed 10/23]



Attention CPTC Members: SIGN-UP FOR THE CPTC GOOGLE GROUP!

The Central Pennsylvania Triumph Club now has a new communication option for CPTC members- Google Groups. This is an email distribution list that makes it easy for group members to communicate with each other using a shared email address. Its a perfect way to reach out to other CPTC members for an impromptu ice cream run or to ask LBC questions. If you missed the email announcement and want to join, contact Ron Weber at web@cptc.org

Protocol for Purchase of Club Regalia

Holly's Embroidery is the exclusive embroiderer for our club. You can now select men's or women's styles in a wide range of clothing from the full inventory of Holly's catalog.

Call or email Holly with your request and tell her that you are a member of the Central Pennsylvania Triumph Club. She will calculate the cost of the item, embroidery & shipping and a price quote. Pay with a check/credit card and the item will be shipped to your door. View her catalog at www.sanmar.com.

Email HollysEmbroidery@comcast.net

or call her at (717) 599-5975.

FAX: (717) 599-7711

Pics from the Past



CPTC -TRF Luncheon Run Spring 2000

Membership Renewal - June 1st

The membership renewal date for ALL CPTC members is June 1, 2024

The current list of CPTC members may be found on our website under the "Members Area"

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