

TRIUMPH NEWS

The Newsletter of the Central Pennsylvania Triumph Club

Volume 32 Number 2

February 2020



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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 Joe Laurito at 717-652-8636 or web@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
Marty Shoop	Treasurer	717-258-6140	treasurer@cptc.org
John Miele	Newsletter Editor	717-566-7228	newsletter@cptc.org
Joe Laurito	Webmaster	717-652-8636	web@cptc.org

User Name: CPTCMember

Password: Ellis99

A Few Words From Our President ~ Rich Roenigk

As far as PA winters go, this one is still not too bad. Although it did disrupt the Simeone Museum trip, my snow shovel has been parked. Mary Ann’s record of uninterrupted trips due to weather now stands at 80%. A rescheduled trip date will be announced soon.

As for TR projects, my 1966 TR 4A is back on the road after 4 years of hibernation. It needed an engine rebuild; but a good used one came along - it is a true Road Warrior! Next up is an overdrive installation in a TR3. Send in your project information to our Newsletter Editor and share what’s up in your garage.

Don’t forget “Drive your Triumph Day“ on Feb. 10th. See information in the newsletter and our website regarding where to send your photos.

The “Long and Winding Road“ includes two events worthy of your consideration:

1) TRA 2020 in Lexington, KY from June 15th - 19th. Typically, it is a small crowd featuring the TR 2-4A. Many beautifully restored examples will be on display.

2) Kastner Cup - Mid Ohio Track in Lexington, OH from June 25th -28th. This is the 18th annual event and who knows when the last one will be held. Consider attending in a Triumph or vehicle of your choice.

Shorter days and cold evenings allow one to catch up on good car magazines and books. If you’re looking for a good read, **Never Stop Driving** by Larry Webster is very entertaining. At the end of the book, it poses “the” question ... Your very last drive, your perfect final time: Behind the wheel of which car, which road and with whom?

This question is posed to several notable people with varying responses. Take a minute and reflect on your own past experiences to answer the question. In a sense, it is a celebration of all the times behind the wheel, no doubt made better in a British car.

Keep Calm and Motor On!
Rich



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2020 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.

- Feb. 8th** **Afternoon at the IMAX - Join CPTC members for a show at the IMAX Theater in downtown Harrisburg. The show features National Parks and begins at 3:00 PM. CPTC Event**
- Feb. 9th** **CPTC Board Meeting - 2:00 PM at John's Diner. Take the Limekiln Exit off I-83. All are welcome to attend.**
- March 29th** **Spring Fling - Join CPTC members at a local restaurant and help to kick off the 2020 driving season! More info to follow. CPTC Event**
- April 26th** **Spring Run - Meet at Carlisle Country Market, 1446 Holly Pike (PA Rte.34), Carlisle, PA. Arrive by 1:00 PM - tour Adams & Cumberland counties, ending with dinner at Fiddler's Restaurant around 3:00 PM. [No gas/restroom facilities at Country Market!] Event is rain or shine - any car welcome. Hosted by CPTC's Marty & Jane Shoop.**
- May 15-17** **Carlisle Import Show - Carlisle Fairgrounds. Register NOW and tell them you are a member of CPTC to help us qualify for a tent for our group. Visit <https://www.carlisleevents.com/events> or phone: 717-243-7855 for information/registration. CPTC Event***
- May 16th** **British Car Show - Sponsored by Triumph Rescue, 617 Walnut St. Bally, PA. Information to follow.**

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A Reciprocal Trip Back In Time

~ by John Schmoyer

It was a summer day in 1966 like any other ... until it wasn't. The cause of what was about to happen was a 1953 MG TD stopping outside my home on Octagon Avenue. The owner of the MG, William Burns Schaeffer, was visiting my oldest brother. Seeing me on the sidewalk, he asked if I wanted to take the car for a drive. As a 16-year old, newly minted, PA driver's license holder, I leapt at the offer and excitedly took his MG on a solo drive of perhaps a mile or two. What occurred within 2 months of that drive was the Schmoyer brothers' \$500 purchase of a 1960 British Racing Green TR3A and the commencement of a life-long interest in Triumphs.

Burns purchased his TD in 1961 as a senior in high school and described the \$750 sale price as being more than what he should have paid for it. He described it to be one of the worst cars, condition-wise, parked in the high school student parking lot. With a 53 horsepower engine that could barely get out of its own way (he recalled it to be rated as completing a quarter mile in a 'blistering' 20 seconds) - it would readily allow rain to find a path into the interior due to the ill-fitting side curtains and needed a yard stick to be carried at all times to check the fuel level the gas tank, as TD's did not have a petrol gauge. Yes, it may have had its issues; **but**, was it ever cool!!

The TD was not the first British sports car in Burns' teenage years. His mother had access to an **AC ACECA** sport coupe which she often drove to the local grade

school where she taught art and, ironically, had been my 6th grade art teacher. [Note: **AC** (*Auto Carriers*) was established in 1903 and is Britain's oldest car manufacturer still in existence]

Ms. Schaeffer's **ACECA** was a right-hand drive, aluminum bodied, Bristol-powered car that had been set up to race at Monte Carlo; but had since had its passenger seat reinstalled and the roll bar removed prior to being shipped state-side. As an aside, at the time of this writing in early December, there was a nearly identical red **AC ACECA** for sale with an asking price of \$175K at the Morgantown Classic Auto Mall, Morgantown, PA.



AC ACECA at the Classic Auto Mall

Because its engine was race-prepared, Burns' mother was given very specific instructions by its owner: "Don't let Billy drive it." There were other stories about the car, such as the gentleman who owned and imported the car choosing not to license it in the U.S.

(Continued on P. 6)

A Trip Back in Time (Cont.)

One advantage of not doing so was that, due to its British plates, the local police could not contend with writing a parking ticket for a car with such an unfamiliar plate, if such an issuance was merited. To my knowledge Burns did not drive the AC, although it was parked on the street in front of his home for some time.

Several months ago I learned that Burns still owned the '53 TD ... the very same one that I drove on that magical day in the summer of 1966. Believing that it is not often one would have an opportunity to see **THE** car which inspired them to own a sports car throughout the majority of their adult life, I was determined to schedule a visit that undoubtedly would be nostalgia-laden.

Upon opening the garage door, Burns advised me to not expect too much as it hadn't been driven in 40+ years and had four very flat tires. Surprisingly the body and interior looked as though little effort would be required to make it roadworthy. The engine, of course, would be a different story. It was an odd moment in time when I laid my hands on the steering wheel and gear shift knob for the first time in over five decades.

Alas, it was then time to close up the garage doors and allow the MG to go back to its slumber.



Before leaving, it was my intent to have Burns drive my current TR3A as a reciprocal *Quid pro quo*, "thank you" for having driven his car 54 years earlier.

While he appeared to be caught off guard hearing about the modern conveniences of my TR (lap belts, an electric fan, an emergency cut off switch, LED tail lights), in the end he opted to be just my passenger for a 15 minute excursion around the borough. I hope that a follow-up visit with Burns in the spring will result in him driving the TR ... thereby coming full circle.

**Photos by John Schmoyer*



Hinged Apron for Triumph TR2 - 3B

~ by Gertjan van de Klashorst

A friend of mine, John Fletterman, from South Africa saw a picture in a US magazine of a TR3 with a hinged front apron. That seemed to be a great idea because every time that apron has to come off is one time too many!

For those folks out there who are doing a less than 'concoirs' restoration, this may be a worthwhile option for future ease of access to the cramped area under the bonnet.



What's required? Solid mechanical skills and liberal amounts of ingenuity, plus:

A hinge must be constructed to connect the bottom of the apron with the front end of the chassis using metal plates bolted to both the apron and the chassis. Steel rods are welded to the angled plates which allow the apron to rotate forward and down.

Two steel rods are hinged to flanges bolted to the bonnet and threaded at the

opposite ends to accept wing nuts which act as stops to prevent the apron from touching the ground when folded down.



Brackets must be constructed and then welded near the tops of both the left and right inner wings to accept a crossbar which is bolted to the brackets and locks the apron in place to prevent movement when the car is driven.



(Continued on P. 8)

Hinged Apron - TR2 to 3B (Cont.)

Last, but not least; the fender beads must be sawn through at the point where the bonnet meets the apron to ensure that the beading remains with the apron as it is folded down.



John Fletterman completed this project in 2006. Alas, John is no longer with us; but his work lives on.

** Photos by Gertjan van de Klashorst*

Triumph Register of America and Miami Valley Triumphs present:

**TRA 2020 - Lexington, KY
June 15 -19, 2020**



For more information on this event, please visit their website:

<https://www.miamivalleytriumphs.org/tra2020-events>

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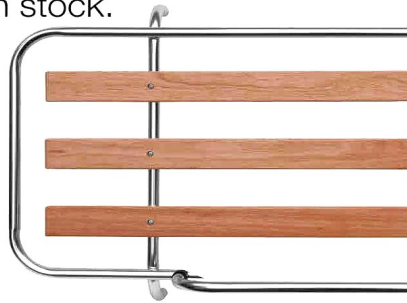
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Use Caution When Dealing with Unknown Buyers

Scammers Are Everywhere So, Beware!

FAKE CHECK SCAMS

Did someone send you a check and ask you to send some money back?



THAT'S A SCAM.

MAYBE:

- You win a prize and are told to send back taxes and fees.
- You get paid as a "secret shopper" and are told to wire back money.
- You sold an item online and the buyer overpays.

IN ALL CASES:

- You get a check.
- They ask you to send back money.

THAT'S A SCAM.

IF IT'S A FAKE CHECK, WHY IS MONEY IN YOUR ACCOUNT?



Banks have to make deposited funds available quickly. It's the law. But the bank may not learn for days that the check was bad. By then, the scammer has your money. And you have to repay the bank. Remember — just because the check has cleared does not mean it is good.

WHAT TO DO:

-  Be wary. Talk to someone you trust and contact your bank before you act.
-  Never take a check for more than your selling price.
-  Selling online? Consider using an escrow or online payment service.
-  Never send money back to someone who sent you a check.

 Spot this scam? Tell the Federal Trade Commission: ftc.gov/complaint



ftc.gov/ScamAlerts



aba.com/Consumers

Tidbits

I hate it when people use big words to make themselves sound perspicacious.

Hospitality is the art of making guests feel like they're at home when you wish they were.

Artificial intelligence is no match for natural stupidity.

If I had a dollar for every girl that found me unattractive, they'd eventually find me attractive.

**Submitted by Rich Roenigk*

Looking to Buy an LBC ... Or Planning to Sell Yours?

Check out the Classified Section on
The Roadster Factory's website:

[www.the-roadster-factory.com/
Classifieds.php](http://www.the-roadster-factory.com/Classifieds.php)

**This free-to-list site contains numerous
MGs and Triumphs offered for sale
as well as listings for Triumph parts
wanted to buy and for sale.**

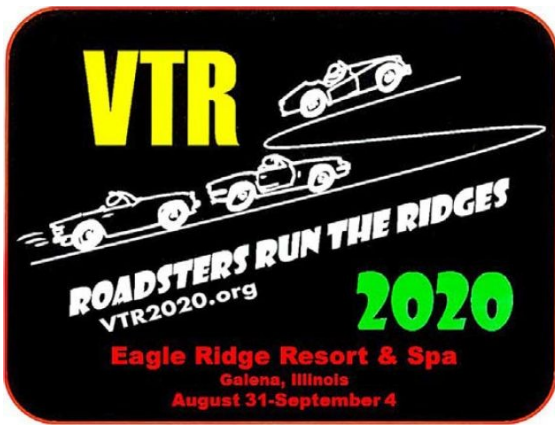
Worth a visit even if you're just browsing!

Phase One of PA Automated Work Zone Speed Enforcement Program now underway

© Provided by WGAL Lancaster-Harrisburg road work
A 60-day pre-enforcement period is underway, according to the Pennsylvania Department of Transportation and the Pennsylvania Turnpike Commission. During this time, automated speed enforcement units will be deployed in some work zones - violations will not be issued.

Drivers will be penalized beginning March 4. A first offense will result in a warning letter to the registered vehicle owner. There will be a \$75 fine for a second offense and a \$150 fine for third and subsequent offenses. These violations are civil penalties only; no points will be assessed to driver's licenses. The Automated Work Zone Speed Enforcement Program uses vehicle-mounted systems to detect and record motorists exceeding posted work zone speed limits by 11 mph or more. There will be signs to alert drivers about the enforcement area.

According to PennDOT, there were 1,804 work zone crashes in 2018 in Pennsylvania, resulting in 23 fatalities. There were fatalities and/or injuries in 43% of work zone crashes in 2018. For more information about the Automated Work Zone Speed Enforcement program, including a list of projects where the units are deployed, visit the PennDOT website at: <https://workzonecameras.penndot.gov>



Complete information & registration for the VTR 2020 National Convention in Galena, IL is available at:

www.vtr2020.org

2020 Kastner Cup

June 25th-28th

Mid-Ohio Sports Car Course
Lexington, Ohio

Held in conjunction with the
Vintage Grand Prix of Mid-Ohio
Complete information/registration is
available at:

<https://svra.com/events/2020-vintage-grand-prix-of-mid-ohio/>

Drive Your Triumph Day Feb. 10, 2020

Once again, Rye Livingston and the Triumph Travelers Sports Car Club in northern CA will host "Drive Your TR Day" in honor of Sir John Black's birthday. John Black is the man who organized Standard's purchase of Triumph following WWII and they went on to make the cars we still enjoy today.

On Feb. 10th, take your Triumph out for a drive - alone, with a friend or with your Triumph club. Take a picture of the car and the owner (if possible) at a scenic spot, landmark, etc. If you live in snowy climates, a picture in the garage/driveway would be great.

The next step is to email a high-res pic to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will be published not only in our club newsletter; but also in USA's national magazine: The Vintage Triumph and the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>



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.

1974 MG Midget – BRG w/green interior; rare fiberglass hardtop; cruises well at interstate speeds; car is in Mechanicsburg, PA. Must sell due to relocation; \$4200 OBO. Please contact Bill Seely (Member) at 717-856-9165. [Listed 2/20]

1971 Triumph TR6 - red /black interior, ground up restoration, virtually every part new or refurbished, headers and duals, inspected. Serious offers considered. Email for pix - Robert Logan (Non-member) boblogan61@gmail.com or call anytime: 610-401-0834. Car is located in Mohnton, PA. [Listed 2/20]

1973 Triumph TR6 - \$16,800. Pimento, 98,970 miles, engine rebuilt at 94,000, runs beautifully. Recently replaced the universal joints, differential and right rear axle. Overall excellent condition. I am the third owner for the last 14 years. Wire wheels with Michelin Red Line tires, also includes tonneau and boot cover. Original wheels available in fair condition. Call Neil Benjamin (Non-Member) at 215-256-1952 to leave message or email powerboat447@yahoo.com. Car is located in southeastern PA. [Listed 11/19]

1976 Triumph TR6 - Factory overdrive; tan top & interior; BRG exterior; 64,000 miles. New: dual SU carb conversion, electronic ignition, carpet, aluminum radiator and electric fan, plug wires and motor mounts. Photos upon request - asking \$17,000. Car is located in Texas. Call Steven (Non-member) at 281-793-8343. [Listed 9/19]

1964 Triumph Spitfire - MK I project; needs complete rebuild. Everything is there, extra body tub comes with it. Engine and transmission still in car; but not currently running. Clear title, car is located in Altoona PA. Asking \$900 OBO. Call Eric Barr (Non-member) at 814-381-5136 or email ebarr1967@gmail.com [Listed 8/19]

(Continued on P. 14)

The Brokerage (Continued)

1973 Triumph Spitfire 1500 - Dark blue exterior (and primer) with tan seats, factory hard top with new head liner, new black soft top with frame, aftermarket header, new brake master cylinder, oil cooler. Needs door panels recovered and a paint job, \$1800. Contact Linda Beiler (Member): Home: 717-270-6512 [Listed 3/19]

Car Parts:

TR3 Gas Tank - Fits post-TS60000 cars. Pressure tight - no leaks; should be cleaned and coated before use, \$75. Call or text Joe Laurito (Member) at 717-991-1428 or email trglory@hotmail.com (Listed 1/20)

Triumph wire wheels: matched set of 4 from the 1960's. They are in good condition with some surface rust; but can certainly be restored. Please make an offer - Pictures emailed upon request. Wheels are located in York, PA. Contact Steve Krieger (Non-member) at skrieg711@gmail.com [Listed 1/20]

Wanted for Triumph TR3: Fender Skirts or Spats in any condition. If you have a set that a pattern could be made from, that would also be helpful. Contact Dave (Member) at 717-887-4276 or email him at 1968gt6@gmail.com [Listed 4/19]



REMINDER

Membership Renewal - June 1st

The membership renewal date for **ALL CPTC members** is now

June 1st!

Thank you.



Euro Road Rally
June 19-21, 2020

Open to all vintage European models. Visit the great waterfalls of New York State - Letchworth, Niagara & Watkins Glen. Registration is now open - limit is 30 cars; so you must register ASAP

Trip information and registration at:
www.wanderungpa.org

Proceeds from this rally benefit the Gary Sinise Foundation, providing aid to families of veterans and first responders who are in need.

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.



Your Help Is Needed!

To assist in our efforts to keep our membership information current, please email or call Rory Liebrum with changes in your contact information.

Rory's email and phone are located on the second page of this newsletter...

**Central Pennsylvania Triumph Club
P.O. Box 493
New Kingstown, PA 17072**



FIRST CLASS



**1971 Triumph TR6
Owners: Ed & Denise Fitzsimmons**