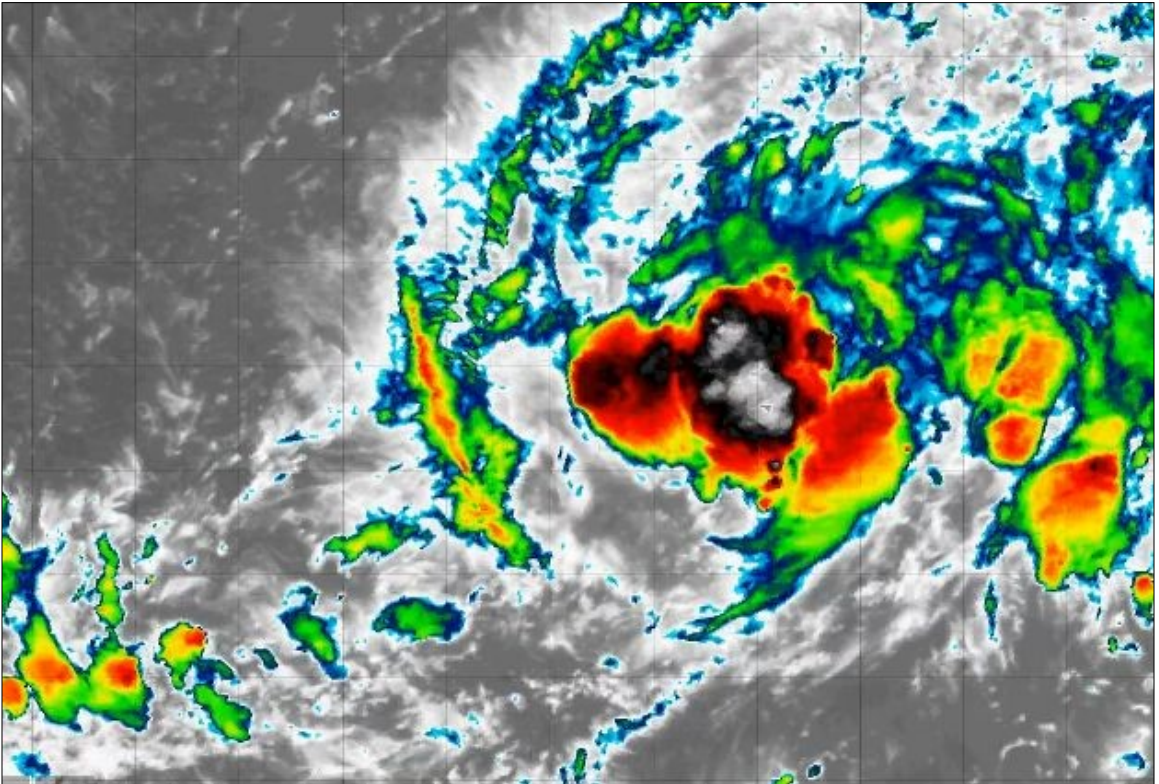


Triumph News

The Newsletter of the Central Pennsylvania Triumph Club

Volume 35 Number 10

October 2023



A WET ONE! Heavy rains and a large tropical storm adversely affected a number of our Club events throughout the month of September.

In This Issue:

www.cptc.org

- **About CPTC**
- **President's Message**
- **Calendar of Events**
- **Sealing a Gas Tank**
- **Triumph Club de France**
- **The Brokerage**

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 Ron Weber at 717-867-4548 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
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

User Name: CPTCMember

Password: covington23

A Few Words From Our President ~ Rich Roenigk

Tires! Now here is a subject that we all have an opinion on. The current automotive trend is increasing the size of wheels and tires. The popularity of SUVs and EVs is largely to blame. They make SUV and EV vehicles' proportions look better. EVs need the big, heavy battery to sit low between the wheels, requiring a taller vehicle. EV batteries adds more weight as the range demand increases and that requires bigger brakes and bigger wheels. The new Cadillac Escalade IQ will use 24 inch wheels. The downside of this trend is the expense, the negative impact on ride and handling and less energy efficiency.

If you have shopped for tires lately, prices of 15 inch tires (if you can find them) vs 18 inch tires are crazy. A smaller tire with taller sidewalls can absorb bumps better. Although taller tires have stiffer sidewalls and are usually wider, giving more road contact, un-sprung mass is the enemy of good handling. Maybe not as noticeable on a 5000 lb. SUV as compared to a 3000 lb. sports car.

If the goal of EVs is higher efficiency, big, wide wheels create more turbulence than smaller, narrower wheels, resulting in lower efficiency! Some examples are the Honda Hybrid with a 9 % loss going from 17 inch to 19 inch wheels. The Toyota Prius drops from 57 mpg to 52 mpg between trim levels with larger wheels.

Going forward, this issue may be a selling point for our Brit cars, starting with 10 inch wheels on the Classic Minis to 15 inch wheels on our Triumphs. The next time you hit a pothole ... scream, "Take that!"

Stay Safe, Keep Calm and Motor On!

Rich



www.BritishWiring.com

British Wiring 

Suppliers of Wiring Harnesses, Wire, Terminals & Sundries
for British Classic Cars and Motorcycles

Toll Free: 866-461-9050
Fax: 610-845-3518
email: sales@britishwiring.com
P.O. Box 185 • 617 Walnut St., Bally, PA 19503



2023 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.

- 9/27 - 10/1 VTR National Meet - Dillard, GA. See P. 12 for more information.**
- Oct. 7th Octoberfest - Ron & Linda's home, 220 Clear Spring Road, Annville, PA. Barn will be decorated as a mini-beer hall. BYOB/BYOW, also a request that members bring a dessert to share. Board will supply brats, rolls, potato salad and other German food, tableware and non-alcoholic beverages. Event: noon - 4:00 PM. Rain date: Saturday, Oct. 14th. RSVP to Ron at [rmwber 99@yahoo.com](mailto:rmwber99@yahoo.com) or 717-867-4548**
- Oct. 22nd Fall Leaf Tour - led by Denny & Tana Ryder. Meet at Sheetz, 1415 S. Market St., Mechanicsburg, PA at 1:00 PM for a scenic ride over back roads, with a local restaurant stop for late lunch. RSVP to Mary Ann: Call/text 717-798-1922 or Mab2beach@msn.com**
- Nov. 15th CPTC Board Meeting - Noon at John's Diner. Take the Limekiln Rd. Exit off I-83. Election of Club officers. All are welcome to attend.**
- Dec. 3rd CPTC Christmas Party - Hershey Italian Lodge, 128 Hillcrest Road, Hershey, PA. Sunday, 1:00 - 4:00 PM. Complete details on P. 9**

All CPTC Members:

The Board has become aware of the fact that some members are not receiving all of the email advisories which have been sent out. To correct this problem, please check your email spam filter to ensure that Club emails are not being directed to the spam folder.

Also, please add the following email address to your list of approved contacts:
cptcnews1@gmail.com

Employing these two options should correct any ongoing problems. If problems persist, please contact any Board member - Thank you.

To Seal Or Not To Seal ... That Is The Question

~ By Ron Weber

Our LBCs are often plagued with carburetor problems that, after hours of troubleshooting, end up being caused by fuel contamination. Most likely, this contamination comes from years of rust and gunk build up in the fuel system. This eventually makes its way into our carburetors and wreaks havoc by plugging any one or more of the small orifices. The transition to ethanol fuel in 2011 served to exacerbate rusting in fuel systems not designed for ethanol due to the propensity of ethanol to absorb water.

While rust can occur anywhere in the fuel system, the biggest source is the fuel tank. At its worst, the rust perforates the side of the fuel tank and you end up with a leak that steadily gets worse. If you catch it before it becomes catastrophic, you can replace the tank (~\$300), take it to a professional to refurbish and seal the tank (~\$300-\$500) or you can do it yourself (~\$75 + time). This article highlights the steps I took to seal a fuel tank (albeit not from an LBC) using a DIY sealing kit from KBS that I purchased on Amazon.

The process is pretty straightforward. Cleanliness is key to successfully sealing a fuel tank; so the first step is to loosen and knock out as much rust as possible. I did this by getting 4-5 lbs. of standard hex nuts and dumping them into the drained fuel tank. Call a friend, get some hearing protection, grab some beers, seal off all the openings and you're ready for the two of you to shake and tumble the

tank for 15-20 minutes or longer if you can stand the noise. Alternately, if you have access to a tractor, jack the tractor up, strap the tank to the wheel and engage the drive to slowly tumble the tank for 20-30 minutes in forward and the same in reverse. Wear a dust mask and drain the nuts and rust out of the tank, keeping the nuts for later use. If there are baffles in the tank, it may take a bit to get all the nuts out of the tank. I used the tractor tire tumbling approach and pulled about 3 cups of rust out of the fuel tank.



The next step is degreasing. This is a water-based degreaser; but wear gloves and eye protection - it is quite caustic. Mix the degreaser according to the instructions and pour into the tank. Add the nuts to the tank again and reseal all openings. Shake, rattle and roll the tank again for at least another 30 minutes.

Continued on P. 6

To Seal or Not to Seal ...

If there's a lot of gum and varnish in the tank, you may need to soak it for up to 24 hours. Drain the tank, remove the nuts and rinse thoroughly with water until it runs clear. Dry completely using a shop vac set up to blow air into the tank through either the fuel level sensor hole or the filler hole. If you look into the tank, it will look a little rusty and pock-marked with bits of bare metal visible.



After completely drying the inside of the tank, it's time to pour in the rust converter, a phosphoric acid solution that converts the remaining rust into an inert ferric phosphate. Be sure to wear eye protection and gloves for this step. Seal up the tank again and slosh around the converter in the tank every 5 minutes for at least another 30-60 minutes, or longer. Make sure the solution doesn't dry on any part inside the tank. Drain the tank and rinse thoroughly with lots of clear water. Dry completely by using a shop vac in the same manner as the prior step.

The result should be a tank that is clean, dry and have a gray tinge to it. There may be some specks of rust visible; but the manufacturer indicated this is normal.



If there are any holes larger than a pin-hole, now is the time to seal them with a manufacturer-recommended epoxy.

The final step is applying the sealer. The sealer is a moisture curing superglue and, if this stuff gets on anything, it won't come off. Wear gloves and eye protection with adequate ventilation. I wore a respirator as well since excessive exposure to this glue can make you allergic to it in the future. The sealer has a limited open time, so this step is a busy one. Stir the sealer but do not create air bubbles in the sealer. Prepare any threads by putting a little grease on any you don't want coated in sealant. Once the sealant dries, it cannot be removed with any solvent available to consumers.

Continued on P. 7

To Seal or Not ... (Cont.)

Seal up all but one tank opening. Carefully pour the sealer into the tank and quickly close up the last opening. Rotate the tank for 30 minutes in multiple directions to ensure the sealant gets to all surfaces. Do not let the sealant puddle. Drain the remaining sealant and continue to rotate for another 30 minutes to make sure the remaining sealant doesn't collect and puddle. Unseal all the openings and immediately clear any sealant from threads. Allow to dry to touch in 4-6 hours. The tank is fully cured and ready to use in 96 hours.



**Coatesville Vintage Grand Prix
September 16, 2023
~ By Cliff & Kathy Grube**



A battle-worn Triumph TR8 closes in on an E-type in front of a nice crowd on a beautiful day for racing in Coatesville, PA!

**Photo by Cliff Grube*



**British
Marque**
CAR CLUB NEWS
www.britishmarque.com

Special British car club offer!
CPTC members:
Subscribe to our print or on-line edition, get 37% off regular rates — and place FREE classified ads!

One year (11 issues), print: \$18 (non-member rate \$29)
One year (11 issues), on-line: \$12 (non-member rate \$19)
Go to our website today and download a free sample copy!

Enthusiast Publications, LLC • 5 Old Nasonville Rd., Harrisville, RI 02830 • (401) 766-6920

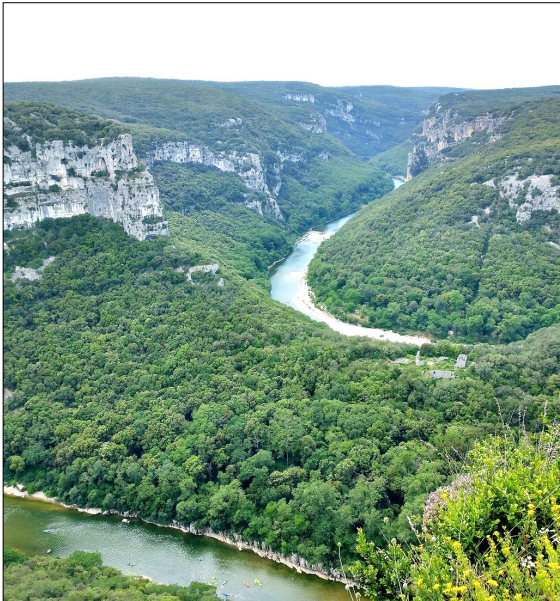
Your Help Is Needed!

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...

Triumph Club de France, National Meet 2023

~ By Gertjan van de Klashorst

Traditionally, over Ascension weekend, the French Triumph Club de France has its national meeting. The meeting is held each year in a different region. Last year near the west coast, north of Bordeaux. This year's meet was in the southeast, an area called Ardèche, a famous holiday destination with nice drives, nice weather and the famous French cuisine. Short but interesting drives between the meals where wine is always a part the French can't live without.



130 cars convened at the holiday complex, arriving on Thursday, departing on Sunday. Great rooms/bungalows, great food and nice people.



The cars were mostly TRs, with some Stags, Spitfires and a single Triumph Dolomite Sprint. The road book gave us directions and everyone left in their own time, making sure to be on time for lunch or the daily briefing.



The organization had split the attendees into 2 groups of equal size. We drove on Saturday where the others had driven on Friday. Also easier for mid-day catering. Next year it's Brittany, quite a drive for us: so we will have to think about it.

**Photos by Gert van de Klashorst*

CPTC Christmas Party
Hershey Italian Lodge
128 Hillcrest Road
Hershey, PA
December 3rd
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 (7 oz.)
or
Italian Baked Chicken

Vegetarian/Vegan meals:

Stuffed Shells w/ marinara sauce
Baked Rigatoni w/ marinara sauce
Vegetable Lasagna w/ marinara or Alfredo sauce
Spaghetti w/ marinara sauce or Pasta Primavera w/ broccoli, carrots & bell peppers - made w/ garlic, olive oil and lemon juice

Due to the cancellation of the Goodbye Summer Picnic & auction in September, 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

The cost for the dinner is \$20 each for member/spouse or member/guest.

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

Please send your check, payable to CPTC, to 7301 Devonshire Heights Road, Harrisburg, PA 17111

Checks **MUST** include your choice of entrée. Reservation deadline is Nov. 18th - No walk-ins or late reservations can be accepted as entrees have to be pre-ordered.





**RIMMER
BROS** EST 1982

A BRITISH COMPANY SUPPORTING BRITISH CARS



TR2-5 - TR6 - TR7 - TR8 - SPITFIRE - STAG
GT6 - 2000 - 2500 - 2.5Pi
DOLOMITE - SPRINT - HERALD - VITESSE

ALL THE PARTS YOU NEED

FROM THE SMALLEST
NUT & BOLT TO ENTIRE BODY
PANELS & EVERYTHING
IN-BETWEEN

QUALITY PARTS & ACCESSORIES
FAST & RELIABLE WORLDWIDE DELIVERY
EXTENSIVE WEBSITE
VAST STOCKS AT 100,000 SQ FT HQ
KNOWLEDGEABLE STAFF
FREE COMPREHENSIVE CATALOGUES

ASK US FOR A
FREE CATALOGUE

FOR ALL MODELS

PRICE MATCH

TRADE & WHOLESALE
ENQUIRIES WELCOME



WEB - www.rimmerbros.com
EMAIL - sales@rimmerbros.com
TEL - 855-746-2767

SEE OUR
SOCIAL MEDIA



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

**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/
Classifiedsform.php](http://www.the-roadster-factory.com/Classifiedsform.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!

Membership Renewal - June 1st

The membership renewal date for **ALL CPTC members is June 1, 2023**

Thank you!

TRIUMPH RESCUE
Parts • Service • Restoration

610-845-8217
Fax: 610-845-3518

617 Walnut Street
P.O. Box 185
Bally, PA 19503

email: triumphs@triumphrescue.com

- ❖ MG's
- ❖ Jaguar
- ❖ Austin-Healey
- ❖ Land Rover
- ❖ Triumph
- ❖ Aston Martin



OLDE RTE 15
AUTO SERVICE

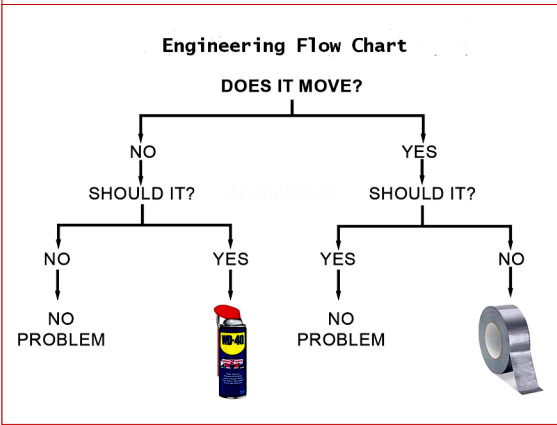


ERIC WITMER ~ OFFICE COORDINATOR

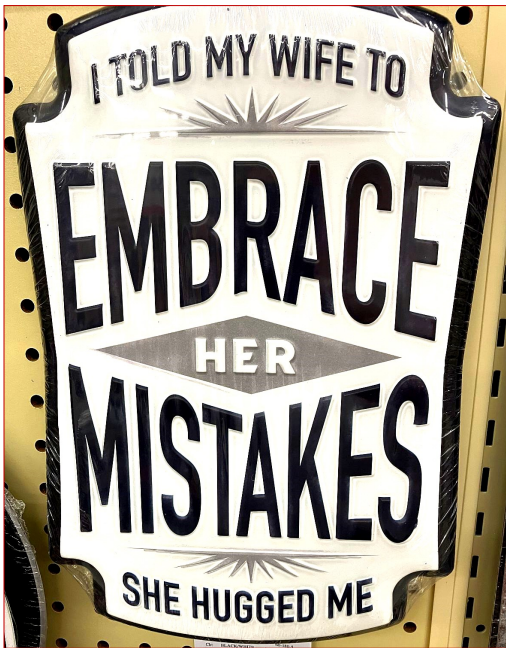
711 HARRISBURG PIKE STE C, DILLSBURG

717-432-9008 OLDERTE15AUTOSERVICE@OUTLOOK.COM

The Club Corner



**Submitted by Ron Weber*



**Submitted y Rich Roenigk*

VTR 2023 - Sept. 27th – Oct. 1st
Dillard, Georgia
More information at www.VTR2023.org

Host hotel is the Dillard House –
www.dillardhouse.com

Event Hosted by the Georgia Triumph
Association
www.gatriumph.com

Wessels
Thank You!

Consistently Providing
Quality Vehicles for 27 years
Wesselsusedcars.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.

For Sale:

1975 Triumph TR6 - Professionally restored, Primrose yellow, black interior with high back seats. 44,185 miles. Modified and set up for long road trips. 5 speed transmission, high performance cam, electronic ignition, stainless steel exhaust, emergency hood release, battery quick disconnect. [Photos can be viewed here.](#) Serious offers only. Best offer. Tom Miceli (member) (717) 432-5650 [Listed 9/23]

1969 Triumph TR6 - Professionally restored with less than 5000 miles since restoration, British Racing Green, buckskin interior, 59,314 miles, stainless steel exhaust, wire wheels, electronic ignition, high back seats, emergency hood release, battery quick disconnect. [Photos can be viewed here.](#) Serious offers only. Asking \$25,000 or best offer. Tom Miceli (member) (717) 432-5650 [Listed 9/23]

1980 Triumph TR7 - Approximately 68k miles, 5-spd, A/C, stainless steel exhaust, new struts, shocks, suspension bushings, brakes, fuel pump, fuel lines, rotors, windshield, antenna, chrome luggage rack, convertible top. Tires mounted on TR8 wheels. Have owned car for over 30 years. Purchased from original owner. Have all history and many service records. Car is in amazing condition and runs and drives great. Currently has Antique Plates. [Photo can be viewed here.](#) Moving and need to sell. Asking \$6500 -- Call Rick James (Non-member) at 717-554-3015. [Listed 8/23]

TR7 Parts - Good, used, hard to find NOS parts for TR7. Parts include: new in boxes 5pc clutch, front rotors, lug nuts, decal sets, much more. Also, used set of TR8 wheels, headlight motors, manifolds, driveshaft, a blue/black interior out of a hardtop car w/ seats, pair of tan seats goes with car.) Too much small stuff to list. Asking \$1000 obo - Call Rick James (Non-member) at 717-554-3015. [Listed 8/23]

Continued on P. 14

The Brokerage (Cont.)

1969 Triumph TR6 - British Racing Green with black interior. Well sorted, great oil pressure, no rust, new clutch and slave cylinder. Pics available upon request. Asking \$9k -- Call Chad (Non-member) at 570-295-7069. [Listed 8/23]

MG TD - Partially restored, MG TD #229320. The frame, engine, drive train, brakes and body were rebuilt in the late nineties, the body was painted and in storage ever since. I have all the necessary parts with about five exceptions. The interior needs reupholstered; but there will be no other major costs. If interested, I am open to offers. Contact Tim Harp (Non-member) for more information at pappa.tjh@gmail.com or 703-330-3893. [Listed 7/23]

1980 Triumph Spitfire - Blue with black interior. 106,791 miles on the odometer. New top. Asking \$8,000 or best offer. [Photos can be viewed here](#) Contact former member Helen Weaver for more information: helenweaver00@gmail.com or 717-761-7105. [Listed 7/23]

1975 Triumph Spitfire. Medium blue with black interior, 89,000 miles. Repainted in 1990, it is a fully operational and restored vehicle. Maintenance records; paint acceptable. Seats, top and motor recently restored. [Photos can be viewed here](#). \$8900 OBO. Car is located in York, PA. Contact Will Smith (non-member) at 720-251-1595 (after 10 AM, please) or at wetlandman23@gmail.com [Listed 7/23]

Want to Buy – Parts for a 1949 Triumph 2000 Roadster. I bought a basket case and need many components. Contact Wayne Murphy (Non-member) if you have 2000 Roadster parts available at wayne@pennsy.com or 484-431-1839. [Listed 7/23]

For Sale - TR3 Convertible top. Brand new, dark blue, soft vinyl top/hood for TR3 - made by Prestige in UK. Complete with uninstalled snaps, \$240. Contact Rich Roenigk (Member) at rroenigk@aol.com or 717-487-1795. [Listed 6/23]

1961 Triumph TR3A - powered by stock four cylinder OHV engine, fed by twin carbs and coupled to a four-speed manual transmission. Color is Signal Red. Car is in running condition, with extra parts. I have had the car for 46 years, along with other antique cars. Car is located in Nesquehoning, PA. Asking \$19,000. Call Bill Gardiner (non-member) at 610-730-6598. Leave a message if no answer. [Listed 05/23]

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]

One of Our Own

CPTC mourns the recent passing of Eugene (Gene) L. Schrader of Kratzerville, PA.

Born Aug. 1, 1938, he was a son of the late Leon and Mary Schrader and was also preceded in death by his siblings: Alice Benner, Geraldine Sauers, and Marvin Schrader.

He is survived by his two daughters, Tracy Watts of New Cumberland, PA and Kelly Donmoyer of Acworth, GA, as well as his grandchildren, Austin Donmoyer of Atlanta, GA and Tara Watts of Lemoyne, PA.

Gene was an Army veteran, a long-time member and avid participant in the Central Pennsylvania Triumph Club and a loving father and grandfather. He had a great sense of humor and knew how to make people laugh. You will truly be missed, Gene.

~ Rest in Peace ~

CPTC Election of Officers

Nominations are now open for the following offices on the CPTC Board of Directors:

President

Secretary

Newsletter Editor

If you have an interest in one or more of the above offices, please contact any Board member to secure your nomination and have your name placed on the ballot.

Nominations will be accepted until the November 15th Board meeting.

Thank You!

Attention, CPTC Members!

If you are in the process of doing a full restoration and are doing much of the work yourself, please let us know!

Mention your project to a Board member or send an email to:

newsletter@cptc.org

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



FIRST CLASS

«FirstName» «Last-
Name» («MembershipDate»)
«Address1»
«City», «State» «PostalCode»



1970 Triumph GT6 + Owner: Rich Roenigk