



SNIC BRAAAPP

October 2005

Volume X, Issue No. 398, \$3.95 newsstand price

"GIT 'ER DONE!" Publishing LTD., A subsidiary of the *BUSTED KNUCKLE* Group

NEWSLETTER OF THE ILLINOIS SPORTS OWNER'S ASSOCIATION

DEDICATED TO THE ENJOYMENT AND PRESERVATION OF TRIUMPH SPORTSCARS

CHICAGOLAND'S OLDEST AND MOST ACTIVE TRIUMPH ENTHUSIASTS CLUB,

NOW IN OUR FORTIETH YEAR A CHAPTER OF THE VINTAGE TRIUMPH REGISTER



2005 BRITISH CAR FESTIVAL

TEXT & GRAPHICS BY BOB STREEPY



More than 500 vehicles with their genetic roots located in Merrie Olde England assembled on the campus of Moraine Valley Community College in Palos Heights on Sunday September 11th at the 18th annual British

Car Union festival. The automotive montage included everything from the expected [lots of MGs and Triumphs] to the obscure [HRG and a British fire truck]. There were numerous vendors present, including LBC, the Roadster Factory, Triple C, and Midlife Crisis Books, not to mention many food and drink purveyors. As usual, ISOA was extremely well represented at this event, the last big British car show of the season. Estimates put the number of club members in excess of fifty, many of whom did

continued on page 2

Inside this Issue

ISOA Events Calendar, page 3

An Open Letter to ISOA from Tony Beadle, page 4

"A Little BS from BS" page 5

"Garage Talk" page 6

John Macartney's "Small Car" Engine History Part. I, page 9

Jay Holekamp on a MUST HAVE tool page 15

"Where are They Now?" page 12

Classifieds, page 18

Milk Pail Car Show, page 19



Joe Pawlak and Tim Buja conducting Tech Session

not go home empty-handed after the awards ceremony. Included among the ISOA count was the somewhat dubious presence of Bob “Burnout” Steele who arrived, not in his



Supercharged TR6

TR8 or in his supercharged Chevy powered Stag, but in an MG TC. As further evidence that Bob had gone over to the dark side, he was wearing an MG T-shirt, although in his defense, he did an ISOA Jacket in his car.

The event got under way around 9:00AM and during the course of the day, numerous door prizes were presented. In addition,



Hand-painted Walnut Dash on TR6

there were several walking narratives of the various marques given by quasi-experts from the various clubs in attendance. ISOA tech gurus Joe “Stagmeister” Pawlak and Tim “Toolman” Buja presented their acclaimed “Fusinator” session at the ISOA tent at midday. It was

easy to tell when the session concluded by the number of owners racing to their cars to check the amperage on their fuses.



Bob "Burnout" Steele in his new T-Shirt

As has been the custom for several years, dozens the ISOAers in attendance volunteered to tally the ballots in the popular voting. The process only took about a half an



John Swauger (left) and Charles Runyon (right) of the Roadster Retory with an unnamed helper

hour, a testament to the experience of the event organizers Sheri “Big Mama” Pyle and Jack “Spuds” Billimack who instructed the vote counters in the intricacies of determining a hanging chad from a pregnant one. As Jack observed, twenty minutes of busy work, in an air-conditioned



Counting Ballots

classroom, vs.. sweating under the 90+ degree heat outside seemed like a no-brainer. Shortly after the results were tabulated, the awards were presented and many from our club headed to the nearby home of Gloria and Denny Capetto who hosted a post-BCU barbeque. The Capetto domicile featured a large tent to protect our already sun

drenched ISOAers from the rays of the big orange orb along with a copious amount of food and drink to restore everyone’s energy. A temporary ice cream parlor in the basement only served to make a great event even better. All in all, it was a great day, as all of those in attendance would readily testify.



Replenishing lost electrolytes at Cappettos

ISOA MEMBERSHIP: Being a member of ISOA is easy! Owning a Triumph is optional. All you need to do is pay your annual dues of \$30.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er. Send check to: Sheri Pyle 320 N. Linden St., Itasca, IL 60143

Newsletter Submissions: *SNIC-BRAAAP* is published 12 times a year and should be received before the monthly ISOA membership meeting. Submissions received by the 10th of the month will probably appear in the next newsletter. Submissions received later may be held until the following month. Late submissions, accompanied by a sizeable gratuity, are occasionally squeezed in at the last minute. Submissions can be either electronic [MS word is preferred] or good old fashioned paper. All photos and disks will be returned upon request. We will try to make it as easy as possible for you to get your submissions included in this publication. Decisions of the editorial staff are final, *maybe*.

Bob Streepy 850 Kent Circle Barlett, IL 60103 email: trstreep@sbcglobal.net

ISOA UPCOMING EVENTS

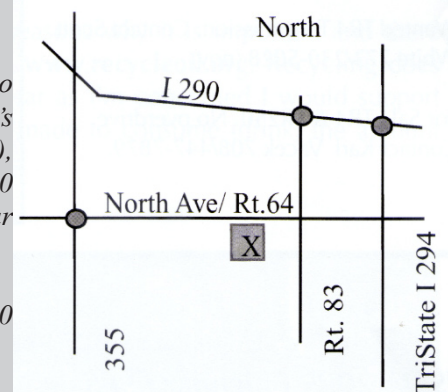
Month	Date	Day	Time	Event
Oct..	2	Sun.	7:00 PM	General Membership Meeting [Board 4:30] Mack's Golden Pheasant
	15	Sat.	7:30 AM	"Last Fling" Breakfast/Fall Colour Tour-see page 17
	16	Sun		Toys For Tots Run - click on www.volocars.com or call Dave Shedor for additional info.
Nov..	6	Sun.	7:00 PM	General Membership Meeting [Board 4:30] Mack's Golden Pheasant
	12	Sat		Charging System clinic at Mueller's in Wood Dale, IL
Dec...	4	Sun.	7:00 PM	General Membership Meeting [Board 4:30] Mack's Golden Pheasant
Jan..	8*	Sun.	7:00 PM	General Membership Meeting [Board 4:30]* Mack's Golden Pheasant
	21	Sat		Big Bash at DesPlaines Elks Club-details to follow
Feb	12*	Sun	7:00 PM	General Membership Meeting [Board 4:30]*
Mar.	5	Sun	7:00 PM	General Membership Meeting [Board 4:30]*

**Not the first Sunday*

ILLINOIS SPORTS OWNERS ASSOCIATION

The Illinois Sports Owners Association is an owners and enthusiasts club dedicated to the enjoyment and preservation of TRIUMPH cars. Monthly meetings are held at Mack's Golden Pheasant on North Ave and Rt. 83 in Elmhurst (X marks the spot on the map), on the first Sunday of every month (unless otherwise announced). Meeting time is 7:00 PM (roughly), but come early and have a beer and share some TRIUMPH BS with your fellow enthusiasts.

The Board of Directors meets the first Sunday of every month, at Bill & Sheri's house at 320 Linden St. in Itasca, at 4:30 PM. Everyone is welcome to attend the Board meetings.



TRIUMPH


WORLD

CHPUBLICATIONS LTD Regency House 61 Walton Street
Walton-on-the-Hill Tadworth Surrey KT20 7RZ United Kingdom
E-mail: chp@chpltd.com Website: chpltd.com

ADMINISTRATION Tel: 01737 814311 Fax: 01737 814591

ADVERTISING Tel: 01737 819555 Fax: 01737 812030

EDITORIAL Tel: 01895 623612 Fax: 01895 623613

Ann and Tim Buja
1173 Butler Road
Rockford
Illinois 61108-4702
USA

23rd August 2005

Dear Ann and Tim

Having finally gotten over my jet lag and sorted through the backlog of mail that was waiting for me on my return to the office I've finally managed to catch up enough to grab a few minutes to write this letter.

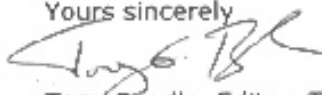
I just wanted to say a sincere 'THANK YOU' to you and all the other ISOA people who helped put on such a terrific VTR National Convention. I really enjoyed being part of the event and meeting such a marvellous group of Triumph enthusiasts.

In addition to the car show and other activities held at the Clock Tower, I must congratulate you on organising a splendid four-day programme with plenty to interest everyone. I particularly enjoyed the Wednesday evening at Rockford Speedway and the autocross there the following day - my special thanks to Blake Discher for letting me drive his Stag around the course. A mention too for Ken and Arlene Kendzy for collecting me from O'Hare airport and transporting me safely to Rockford despite the torrential rain and a fish-tailing TR4!

From my own experience of organising much smaller events I know the tremendous amount of time and effort that went into putting on the VTR Convention and I wish I could thank each one of those who were involved individually. As this is impossible, please pass on my thanks and good wishes to all of them.

I will always remember my brief visit to Rockford in 2005 with great affection and hope to see you and the other ISOA people again very soon.

Yours sincerely



Tony Beadle, Editor, Triumph World

P.S. Tell Joe Pawlak he still owes me for a large quantity of beer!

A LITTLE BS FROM BS



NEWS AND VIEWS FROM THE BUSTED KNUCKLE GARAGE

Numerous dedicated Snic Braaapp subscribers, perhaps as many as two [which represents at least 75% of our readership], observed that your humble and obedient scribe's name was included among the birthday celebrities last month. Actually, we wrestled with omitting our name from the list since we have determined that such ceremonies are nothing more than bleak reminders that we are getting ever closer to the Great Beyond, but the opportunity to consume a complimentary beer won out –[as it always does].

We have reached that age where birthdays are no longer a cause for raucus dancing in the street, but rather an aide memoire of the cold actuality that we have inched ever closer to being “gone to glory.” This last one was especially excruciating as it marked our official entry of yours truly into the ranks of geezer hood, a status not be confused with elder hood. I no longer get carded when I ask for the senior citizen discount at the greasy spoon where I frequently order the early bird special and my AARP card is now faded and wrinkled, as I am.

Two of the few joys that remain constant with the advancement of time are the modest pleasure I derive from my little fleet of time machines which transport me back to my halcyon youth, and the good

people of ISOA who have become an extended family of sorts.

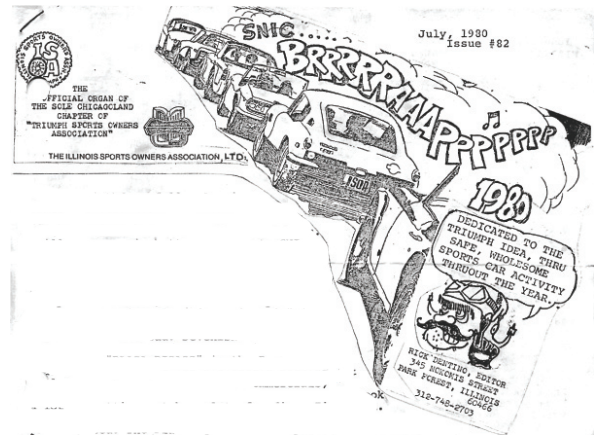
Joe Pawlak brings up a good point when he states that we owe it to our progeny to impart an appreciation for our beloved LBCs. Both of my offspring humor me when it comes to Casper and Lucille, and while both are fully capable of driving them, neither has shown any interest in them, other than to inquire as to their market value, a subtle hint that after my ultimate demise, there will two more Triumphs on Ebay. In the meantime, to quote our favorite DJ, “Its great to be alive, [especially when you consider the alternative].”

In addition to noticing the birthday celebrants, a few readers commented on the change in masthead that debuted last month. Each ISOA newsletter editor since this publication began circulation in 1974 has had his/their own banner, and we figured it was time for us to come up with one too. We thought some of you might enjoy a little graphic trip down memory lane to see how this esteemed periodical has changed its banner over the years. Here are the mastheads used in chronological order.



The first is by the original editor of *Snic Braaapp*, Rick Dentino, even before it was *Snic Braaapp* [in fact, he named it *Snic Braaapp*]. He put out the newsletter from 1974 until 1984.

Dentino also designed the second after he named the renewlet-



ter “*Snic Braaapp*.”



The third is from the Brothers Manteno [Irv Korey and Kim Joiner] who took over in 1984 and managed to publish this birdcage liner for thirteen years without getting incarcerated, until finding someone



to replace them 1998.

The fourth heading was created by newsletter emeritus [and still the spiritual consultant,] Joe



Pawlak.

The last masthead was used during the regime of Erik Quakenbush, and by yours truly for about a year, before I finally got



GARAGE TALK
OCTOBER 2005
BY JOE PAWLAK



This summer offered many sunny days for some great top down driving. Not only did our epidermis get beaten up pretty well from the heat, seats, dashboards and our corn fields did as well. It's amazing how our perception of heat tolerance changes with the wind rushing across our heads and the sound of the exhaust whistling in our ears as we drive the roads of Illinois. The weather people measure this perception by something they call the heat index which is some mathematical algorithm conjured up with humidity and heat variables. I propose a secondary heat index rating that has a mathematical constant added called the Triumph Factor. This value will automatically subtract 25 degrees from the heat index since that will always move our tolerance within our comfort zone of psychological and physical Triumph well being.

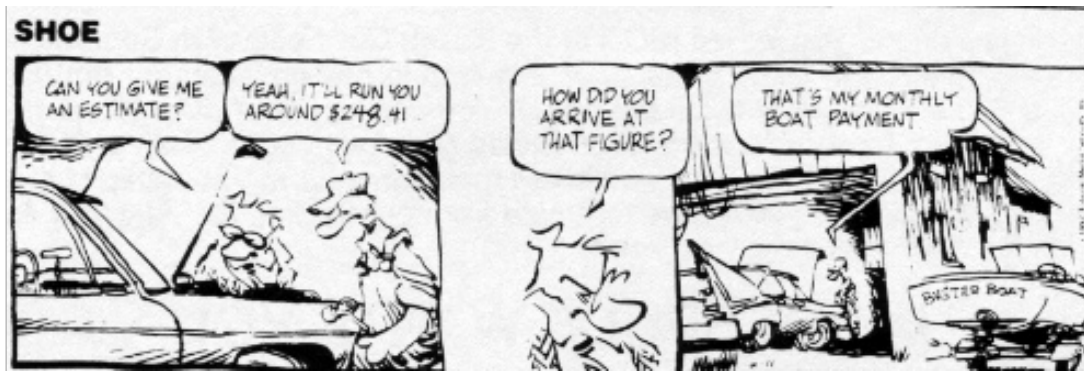
October marks the entry into the fall season but this is not to be looked at as the end of our driving season but rather an increase in the miles we drive. Fall is actually the best time to enjoy the cars! Temperature is moderate and we can take out the Triumph Factor in the heat index much like the daylight savings time changeover. Occasionally I have the opportunity to visit my customers in the Spitfire or the Stag. Aside from the messed up hair, the driving does put ones psyche in a casual state of mind that helps you get through business meetings and get the creative juices flowing. This last Tuesday I visited with a customer who was only about 5 minutes from the office and took the trusty Spitfire with me. The biggest problem is the return to the office when the sun is out, the temperature is sitting in the mid 70's and the top is down. It took me 20 minutes to get back to the shop and I told my business partner she was very lucky that day.

Special kudos go out to ISOA members who hosted the club tent during the BCU event. I know that you all worked hard but was fun at the same time. Thanks to Kim & Bill Jensen for coordinating that important activity. Once again, the ISOA ballot counting machine processed hundreds of ballots

in a short period of time. I know that Jack and Sheri appreciate the effort we all put into this critical function of the show. I think we all did it to get cooled down after hours in the sun. Speaking of our BCU representatives, Big Mama and Spuds would like to retire as liaisons to BCU and are looking for some new blood. Please if you have a few moments to spare throughout the year, please volunteer your time. You will get to wear some real cool shirts. To Queenie & Chopper Cappetto, the post BCU party was most excellent! Great job, food was superb and a nice touch with the ice cream bar. This organization has the most outstanding group of people you would ever want to be involved with, darn glad to be a part of it.

Finally, it looks like we were able to welcome many new members to the ISOA family. And to all those who have recently joined, the best times lie ahead for you and your car. Remember that the enjoyment you receive is proportional to the effort you put in, get involved and you'll never regret it.

Joe



ISOA ON THE INTERNET

You can always get the latest news directly from the ISOA web site. <http://www.snic-braaapp.org> To subscribe to the ISOA electronic mailing, list editor@snic-braaapp.org

ONLINE ROSTER ACCESS INFO

The name and password are case sensitive. This is information for ISOA member[s] only

The following article was submitted by assistant Wisconsin bureau chief Kim Casper.

NOT ENOUGH TRIUMPHS!



This is the only problem the annual 4 day topless trek through Wisconsin called the Wisconsin Convertible Classic has. If you've never heard about this, pay attention. There are a couple of fellows that for the last 13 years have put together annual trips for cars without tops that have been a blast. You go places that you always drive by (and never stop because you gotta get to _____), have private dinners, private concerts and hang out with 200 other topless friends. For me to see only two Triumphs is not enough motivation to get mine running. The Wisconsin Convertible Classic is held the third week in August every year at a starting point unknown to us until we receive the entry. This is not a race, not a rallye, it's a ride that follows a route map that takes you to locations where you get your card stamped. The more stamps you have the more tickets you have for the prize drawings. Check it out at www.wiautotours.com and I hope to see your Triumph there next year. Any questions about the tour email me at kcasper@wi.rr.com Kim

The Haggerty Insurance Newsletter included the article below by Keeith Martin their recent newsletter to policy holders. Obviously there is a typo in that the TR is clearly the more valuable vehicle - Ed

WHAT'S IT WORTH



Kidney-rattling ride, flapping side curtains and electrics by the Prince of Darkness are popular again – and not just with the tweed-capped few. Quietly, the price of good entry-level collectible British sports cars has risen dramatically. It now takes \$25,000 to buy what \$15,000 bought two years ago.

Think of the market as a giant wheel. When certain cars rotate up-market, like the perfect Austin-Healeys that are bringing nearly \$100,000, lesser cars are pulled up as well. If you've ever been inclined to have an English roadster, now is the time.

Two of the most popular British cars are the nimble, attractive MGA and the bulldog-tough TR3. Here are two examples from the *Sports Car Market* magazine database, www.sportscarmarket.com, showing current market values. – Keith Martin



1962 Triumph TR3B
S/N TCF1831L

Red with black vinyl seats and top; chrome wire wheels. British Heritage Certificate. Excellent nut-and-bolt restoration, and superb paint and chromg. Hood and door gaps are very good or better; trim bits are all there and excellent. Very well—done interior.

SOLD AT \$24,910

The Branson Auction, Branson, MO
October 15, 2004

Surely nicer than any TR3 was when it left the factory. The bright red is a bit much; let's leave that hue to Ferraris and paint our English cars Olde English White or British Racing Green, OK? Price on the high side, but an exceptionally nice car.

Finance it with Hagerty Finance for \$313.08/mo. (20% down, 8.25 APR, 84 months).
Call 800-922-4050, option 5.



1961 MGA 1600
S/N GHNL83569

Gray with blue vinyl interior; chrome wires. A beautifully done restoration on a car that's seldom restored to this level. All panel fit is very good except for the hood, which sits too high on the passenger side. Underhood is as nice as it gets on an MGA; interior is excellent as well.

SOLD AT \$36,850

RM Auctions, Amelia Island, FL
March 12, 2005

This price surprised, but didn't shock. If you start with the premise that almost any worthy restoration costs upwards of \$25,000, even at nearly \$37,000 the new owner is a winner here. A year ago, this would be considered crazy. Today, it's top of the market.

Finance it with Hagerty Finance for \$413.01/mo. (20% down, 7.75 APR, 96 months).
Call 800-922-4050, option 5.

Attention all newsletter editors with whom ISOA has a reciprocal agreement. Effective January 1st, 2006, if you wish to continue our newsletter exchange program, please be sure to send your newsletter to: Snic Braaapp, c/o Bob Streepy, 850 Kent Circle, Bartlett, Illinois 60103. Due to increasing publication costs, we will no longer continue to mail complimentary issues of Snic Braaapp to chapters who do not choose to reciprocate.

Ed Note: In our January through April Issues of *Snic Braaapp*, we ran a four part series of articles on the "Wet-Liner Four" engine by John Macartney. John has also written an article on the engine used to power the Spitfire, among others, which he has allowed us to reproduce here, and in the coming months. Following is the first installment. Enjoy

THE STANDARD-TRIUMPH
'SC' SERIES
4 CYLINDER ENGINE RANGE

BY JOHN MACARTNEY
FORMER EMPLOYEE AND STANDARD-TRIUMPH ENTHUSIAST
© COPYRIGHT

It's clear from occasional email posts I see that there's some confusion and uncertainty on the origin and pedigree of the engines powering Spitfires. Contrary to popular opinion, the engine was not designed for this car and as many already know, it has a longer lineage. Hopefully this article will help to illustrate the engine's pedigree and plot its progress, starting in two small car variants of the Standard Motor Company. These were the Standard Eight and Standard Ten, with the latter being marketed in North America as the Triumph 10 Sedan and Wagon.

The Standard-Triumph 'SC' (Small Car) series engine was first conceived by David Eley in 1951 and as the years passed, it was the mainstay power unit for the smaller Standard-Triumph saloons and Spitfire. In its lifetime, the bores were either increased in diameter or relocated in relation to one another within the block and there were periodic changes of bearing sizes. It progressed from a six to eight port head, was lusty and reliable and even found its way into the MG Midget - a move that upset more than a few MG purists!



1946 - 1949 Triumph Roadster

As John Davy, Standard-Triumph's own historian commented in his book "The Standard Car - 1903-1963" - the ill-fated Triumph Roadster of 1950 had proved to be an unsatisfactory manufactur-



ing proposition. Expensive cars of its type were not in mass demand in those austere post-war years and the market focus needed to be re-addressed. Standard did just that and settled on the safer option of designing a low unit cost, small family saloon.

The company was one of the UK's (smaller) volume auto manufacturers, though prior to its demise in 1939, Triumph had been more specialist and more at the cutting-edge of automotive technological features. But through the demise of the post-war Triumph Roadster, to be succeeded by the TR2, Standard had its own fish to fry in developing a range of post-war cars. It swung to the other end of the spectrum in designing and producing a cheap and economical four-seater saloon, though many will claim it went too far down that path. The key words here are 'cheap' and 'economical.' Economy may not be of concern to owners in countries where fuel carries low tax levels - but cheap? To what extent can any product be de-specified until it reaches a point where fundamentally desirable features become optional extras?

This is where the Standard Eight, launched in 1953, fell foul of the buying public and we'll see in a moment what caused it.

The number Eight in the car's

name indicated eight horsepower. For many years British motorists had paid their annual road tax (licence fee) calculated on the engine's developed horsepower. This is not to be confused with brake horsepower and the Royal Automobile Club's horsepower rating was calculated using a special formula. As a very rough rule of thumb - and at the lower end of the scale, 1 horsepower equated to 100cc of engine capacity, though it should be noted this ratio was not constant as engine size increased. Consequently, as the majority of motorists were anxious to avoid paying excessive road tax and sought fuel economy as well, the likely or actual horsepower category of any car was of more than casual interest. A side effect of this method of horsepower calculation, especially as it related to engines of pre WW2 designs, more often than not resulted in substantially 'undersquare' engines with long strokes.

While not substantially 'undersquare' - the little Eight was certainly following a long-established tradition. It's bore and stroke was 58mm and 76mm and this latter dimension was to remain unchanged for about twenty years until the advent of the 1500cc engine in the Spitfire. Undeniably, it was a supremely successful power unit and its designer should be

commended for taking a long-term view on how the engine would evolve.

Even though his initial brief was to design a power unit whose likely size would be approximately 800cc for the car destined to receive it, Eley knew it would have to grow and was instructed to design



1953 Standard Eight

a slightly larger version in parallel. Did he realise his creation would eventually see a cubic capacity increase of 86% from 803cc to 1497cc or a power increase of 237% from 24bhp to 81bhp? I doubt he foresaw at least 1.3 million of his engines being made for cars manufactured in Coventry - with a substantial additional number being made for inclusion in kits for overseas assembly.

But on a wider scale, the engine was one of Standard-Triumph's cornerstone power units for almost the next thirty years. The later six cylinder engines were, to all intents and purposes, nothing more than the SC engine with two extra cylinders. Purists might seek to claim (falsely) this was a reversion in the best of traditions to Standard's 4M and 6M pre-1914 engines - but this was certainly not the case of those modular concepts of a bygone age. Suffice it to say, these modern counterparts were simple, robust, reliable and in later years went on to provide levels of performance that even David Eley may never have truly envisaged as he sat at his drawing board in 1951.

But let's deal first with the economic aspects of this new, small car.

Fuel in the UK has long been priced at a level where the amount of tax levied on each gallon is punitive - and that situation has not changed down the years. At the time of writing, an imperial gallon of premium unleaded costs in the region of US\$5.15 and fuel consumption for those of us without employer supplied and fuelled

cars is still of more than passing interest. Maybe it also goes some way to explaining why the current popularity of small, high revving, turbo-charged diesels have found such a ready market as alternative power sources throughout Europe? Consequently, fuel economy has long been an important consideration and it was soon proved that Eley's design could sip its fuel and return a consumption of 40mpg - 50mpg. Additionally, it propelled the car to a maximum speed of 62mph - and though not breathtakingly fast by today's standards, it was satisfactory for the period.

When it came to determining the retail pricing, Standard certainly did itself no favours. As buyer acceptance was soon to prove, the company erred too much towards the ultra utilitarian times of war in terms of essential vehicle equipment, to keep the price attractive. The Standard Eight was basic in the extreme and within a little over a year from its launch, it was generally known as 'the basic Eight.' It was.

To ensure the price stayed below the magical figure of £500 (approx US\$1750 at exchange rates of the time) its showroom sticker price was £481 (US\$1683) and this came about through parsimony in specifying what the car would not have. For his £481, the owner became the proud possessor of a car that lacked a heater, hub caps and a wiper blade in front of the passenger! The interior appointments were spartan too. Although a four-door, the windows were horizontal sliders and the door trim panels were recessed into the doors themselves. The upholstery was a 'Tygan' plastic material made of a tight weave of thin plastic strands having a pattern not unlike a nightmarish Scottish tartan. Being made of plastic, the seats quickly proved themselves as effective generators of discouraging levels of static electricity! This gave many occupants a nasty 'jolt' when getting out of the car and contributed in no small way to accelerating travel sickness in children. The final icing on the cake was the fitment of twist down exterior door handles that many discovered in a moment of haste could do meaningful and lasting damage to an errant jacket pocket or a loose fitting dress.

Additionally, its front-end appearance was less than attractive. Its gaping air intake reminded many of the jaws of a basking shark and this somewhat snarling appearance did little to enhance the car's more positive attributes.

It could be argued the Eight had a discouraging number of shortcomings - but people bought them in meaningful quantities. They were, after all, modern post-war cars and for a surprisingly large number of buyers, were the very first family car for A to B transport - though perhaps not in eye-catching style. Many have described the Standard small car of this period as 'just plain ugly' - yet few could convincingly argue its prime competitors in the form of the Austin A30 or Morris Minor were more visually appealing. The Austin soon gained the trade nickname of 'jellymould' because of all the swages in its body panels to prevent drumming and William Morris said of the car to bear his name when he first saw it "that it looks like a poached egg."

Dumpy and ugly they may have been - but they were the small cars of that era. As far as the Standard was concerned, the aspects of static electricity proved to be a problem. It didn't take long for drivers of vehicles leaving the factory on delivery or road test, to remember not to physically give paperwork to the Works Police at various factory gates. Anything for hand over on departure, had to be dropped into the hands of the Security personnel - and not given. This was the only way driver and Security could avoid getting a shock but this technique was not without difficulties when strong winds were blowing. A Director once expressed concern at a Management Meeting when he reported having seen a portly Security man (who wasn't in the bloom of youth) breathlessly dodging around a car park near the main gate in pursuit of an errant despatch docket borne on a freshening wind. When the reason for these unnecessary exertions was determined, Security personnel on gate duty were issued with washing up gloves to overcome this problem. Unfortunately, someone in the Purchasing Department who placed the supplier order, reasonably thought the gloves were for use in the canteen, where the majority of employees were women. Using initiative that should not be criticised, Purchasing ordered several hundred pairs of washing up gloves in sugar pink that were several sizes too small for a man's hand! These contrasted impressive-

Standard-Triumph "SC" 4-Cylinder Engine

ly, though not usually harmoniously with the armed services medal ribbons worn by many of the security men of the period.

But static electricity problems apart, the Eight had another shortcoming - and this concerned access to the luggage boot. There was no external lid and the route to it was via the rear seats. With a common cushion and separate 50/50 folding backrests, access to the cargo area with rear seat passengers in place, meant they had to get out - so this was another feature not in the Eight's favour. That said, cargo space with only one or two occupants was good. The rear seat cushion was hinged at its leading edge and could be tipped again to fold neatly behind the front seat squabs. In this configuration, the Eight would easily swallow anything you cared to offer it - providing it fitted through the rear doors! Curiously - and for reasons that remain obscure, the spare wheel was still accessed from outside via a detachable panel to its own separate well, similar to those on side-screen TR sports cars.

At launch in 1953, the Standard Eight with its 24bhp (net) found a ready market but the buying public clearly expected a higher and better level of equipment. It didn't take long for the shortfalls already described to be corrected and the following year, the Standard Eight 'de luxe' was announced. While a heater was still an optional extra - as it was on many cars of the day, the 'de luxe' version had hub caps, two wipers, wind-down windows, opening front quarterlights, full door trim panels and push button door handles. There was also 'Rexine' upholstery material that conveniently lacked tendencies to become its own power station, or make occupants 'queasy.' These additional features all came with a modest increase in price but not so much that it was a customer deterrent. Even so, the luggage boot and spare wheel access points remained unchanged. But these nominal equipment upgrades greatly enhanced the car's overall buyer appeal and it sold well. It didn't take too long for the Standard Eight 'de luxe' to become the more popular of the two variants - and the 'basic Eight' quietly died a death.

In 1955, the Standard 'Super Ten' made its appearance - and was an instant success. While the Eight continued in production, the 'Ten' offered a far more civilised external appearance and the larger engine that Eley had worked on in parallel.

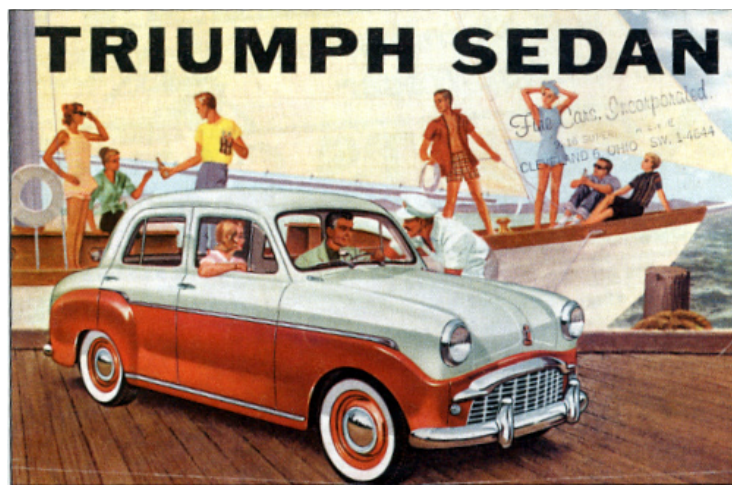
This had grown from 803cc to 948cc by dint of increasing bore size from 58mm to 63mm. However, it wasn't just a matter of widening the cylinder bore diameter. While the 803cc unit had coolant fully circulating around all cylinders, the 948cc engine had its bores siamesed in pairs. The larger engine boosted power from 24bhp (net) to 30bhp(net) - and torque from 39ft/lbs to 46.2ft/lbs. Fuel economy was almost unchanged and in this guise the engine was to ultimately power the first Heralds, though Coupes had two SU's. Frontal appearance for the Ten was improved by the addition of a pleasing chrome treatment to the radiator intake, behind which was a further chromed grid. Thus, without altering any press tools, the shark gape was convincingly softened. To further gild the lily, leather upholstery was an optional extra, as was an overdrive - but the 'Ten' also had one other feature to endear it.

The luggage boot and spare wheel was accessed externally and entirely separately from the passenger area.

Both cars, in Eight and Ten versions, continued to be sold alongside one another though the Ten was soon to appear in Estate car form, known as the 'Companion.' More utilitarian versions soon appeared in the form of a van and pick-up to complete the product line up.

In 1957, the range was launched in North America and sold as the Triumph 10 Sedan and Triumph 10 Wagon.

It wasn't an outstanding success and as Mike Cook wrote in his book, "Triumph Cars in America" - the Triumph 10 was "too homely to be cute." Additionally, the factory's opinion that its proven fuel economy would soon attract buyers, entirely overlooked the fact that fuel costs in North America were substantially less than those in Europe - another situation that has changed little over the years! Consequently, what was a meaningful sales pitch in Europe just didn't stack up in North America. This LBC - an appropriate acronym for



'little British car' - definitely applied to the Triumph 10. Sitting in one today gives one the distinct impression that everyone will be far more comfortable if you agree to breathe one at a time!

Also, the Standard name was not used for two prime reasons. Firstly, it was considered two different brands would have confused buyers and Triumph was already an established name through the outstanding success of the TR sports car. Another lesser-known reason is the factory's (somewhat pompous) claim to 'a debasement of the English language.' as it related to the word 'Standard.'

Transatlantically, Standard was construed as meaning 'ordinary' and it was felt few people would want a car in their driveways that proclaimed itself as "the Ordinary" car. All this did nothing to make the Triumph 10 anything other than the very small car that it was by North American expectations - and its sales proved to be modest. The Sedan, offered between 1957 and 1959 sold 9378 units and the Wagon went on for a further year with 6872 units sold. While this combined total of 16250 vehicles is not insignificant - when compared to the total output of all variants over its whole production life, North American off-take was only 4.6%.

Happily, a few of these quirky little examples of British family cars of the 1950's have survived in the hands of enthusiasts. A Wagon has been seen by Bill Allison, a Spitfire/GT6/TR6 enthusiast near Abilene in Texas. It's been for sale in someone's front yard for over a year and Bill says the owner wants \$800 for it. To date, there hasn't been a rush of aspiring owners - but hopefully someone, somewhere will one day fall in love with it and give it the home it deserves. In the UK, there are



to rust even faster than its progenitor. At about the same time, the Standard Eight became the 'Super Eight' and finally received the external access to the luggage boot since launch. Coincident with these

Massey-Harris - by this time Massey-Ferguson - had determined its new corporate product colours were to be red and dark grey. Grey and Gold was passé - period

So what to do with many thousands of gallons of gold paint for the balance of the contract period?

Standard was obligated to meet its undertakings with its supplier - so the paint had to find a new home and the SC engine was the recipient! Eventually, as the paint contract progressively expired, the engine colour scheme reverted to black - but gold it had needed since launch. Purchasing had renegotiated the supply contract for smaller quantities but probably over an even longer period?

Whatever the key reasons, one can only conclude that colours and the Purchasing Department were ships that passed just occasionally under cover of darkness and always without lights? Quite apart from having to continue using thousands of gallons of gold paint on tractors the company no longer made, there was that little matter of several hundred pairs of sugar pink washing up gloves of the wrong size for the company's security staff! Perhaps we'd better overlook the twenty tons of blocks of white bitumen for road lining purposes that spent several years in a corner of one of the staff car parks - but that's another story in itself!

a surprising number of them in regular use by enthusiasts and what is believed to be the only surviving 'Works' Standard Ten of the 1954 Monte Carlo Rally was recently for sale at £8000 - (US\$12000).

But back to the UK and those former times. As the 1950's began to draw to a close, it was time for some product freshening and a new variant appeared on the Standard Ten saloon. This had strong overtones of what was known as 'the Detroit influence,' brought mainly into the British motor industry through the energies of Vauxhall, owned for many years by General Motors.

In this revised guise, the earlier car lost some of its 'bulbousness' and rounded curves at the front and rear extremities, becoming a little 'flashy' in the process. The shark's mouth had a full width styling treatment that effectively hid it, there was a decisive chrome waist trim and contrasting duotone paintwork. Inside, there had been a major facelift with an entirely new instrument panel and remote control gearchange.

This was the Standard Pennant and having a more up-market appearance, it attracted a price premium. It was not a total success and soon proved its ability

changes, we see the introduction of the 'Gold Star' engine. While this was primarily aimed at the Pennant, 'Gold Star' status applied to the Eight and Ten as well. For the Eight, we see a 4bhp power increase, a 6.5lbs/ft torque increase resulting from a compression increase from 7:1 to 8.25:1, larger inlet and exhaust valves and a modified Solex carburetter. The Ten and Pennant shared the same engine where there was a 4bhp power increase, 4.5lbs/ft torque increase and a compression uplift from 7:1 to 8:1. The larger unit had no changes made to its valve diameters.

The introduction of the 'Gold Star' engine conveniently solved an unforeseen dilemma elsewhere. The reason for this was simple, though little known.

Standard by this time, had virtually sold its tractor business to Massey Harris but its Purchasing Department had omitted to cancel a paint contract. A year or so earlier, the world-beating Ferguson TE20 series tractor had metamorphosed into the new FE35, which model change included a new colour treatment of grey external panels with a gold painted skidded unit - comprising engine, gearbox and rear axle. It was an unusual colour combination but

Scale of Herald Model of Herald circa 1956

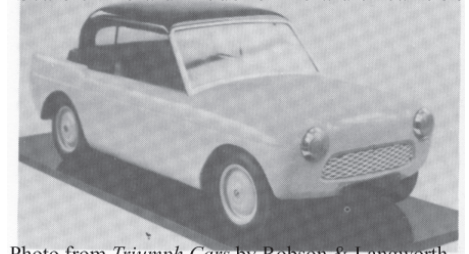


Photo from *Triumph Cars* by Robson & Langworth

to be continued

© Copyright JOHN MACARTNEY

As a recipient of this material you are formally requested to respect these terms and conditions © Copyright JOHN MACARTNEY The use of this article is restricted only to bona fide Standard and Triumph enthusiasts and the Clubs to which they belong. It cannot be photocopied or used in whole or in part in any other material or publications without the author's prior written approval. Under no circumstances can it be published in whole or in part on the Internet. This option can only be exercised by the author. A copy of any magazine in which this article may later appear would be greatly appreciated by the author and can be sent to him at 2 TOWN FARM STRETTON ON FOSSE MORETON IN MARSH GL56 9SB ENGLAND. As a recipient of this material you are formally requested to observe and respect these terms and conditions

'STRANGLER' LAND SALES ARE STILL TANGLED UP- HILLSIDE RESTAURATEURS IN A LEGAL BOTTLENECK

By TED GREGORY
TRIBUNE STAFF REPORTER

In 1999, Linda and Joe Scaccia and Larry Downey understood that their two restaurants were not going to stand in the way of progress, especially if progress was a \$140 million state construction project designed to solve one of the nation's most aggravating traffic bottlenecks.

So, the Scaccias and Downey agreed to sell their property to the state—part of about \$20 million Illinois spent to buy land to accommodate road work to clear the notorious Hillside Strangler.

Now, almost six years later, improvements to the area where two tollways and Roosevelt Road merge into the Eisenhower Expressway are perhaps the most prominent public works project of former Gov. George Ryan's administration.

But the Scaccias and Downey remain stuck in a legal logjam. The court cases coordinating the transfer of their property are unresolved. They have paid more than \$135,000 in property taxes for land they can't use or sell, and they have shelled out \$150,000 in attorneys' fees.

And then there are the occasional prickly reminders from Hillside officials to cut grass on the property, grass planted by Illinois Department of Transportation workers.

"It's just been one fiasco after another, and I don't know who to believe anymore," said Linda Scaccia, who moved to northern Wisconsin with her husband and son's family in 2000 and opened a restaurant. "My youngest grandson wasn't even born when all this started. Now, he's going into kindergarten."

John Foran, attorney for the



Scaccias and Downey, and Michael Devine, IDOT attorney, declined to comment on the case, citing pending litigation. An IDOT spokesman gave the same reason for declining to speak publicly about the court cases.

"I just can't get into the fog of speculation," Foran said. "I can't do anything that would jeopardize my clients' case or the potential for a settlement."

The 1999 court orders setting "preliminary compensation" for both owners' property were virtually the same, except for the amount paid to acquire the land. The Scaccias were paid \$1.175 million for part of their property on Roosevelt Road just west of Mannheim Road in Hillside, where the Scaccias' restaurant, the Round-Up had stood since 1890. The couple's home and son's home also were on the property

Downey's "preliminary just compensation" court orders called for the state to pay him \$424,000 for part of his land, which was next to the Scaccias' parcel and was the site of Downey's Little Tavern. Larry Downey had operated the establishment for 35 years, he said, and he lived above the tavern in a two-bedroom apartment.

And, like the Scaccias' agreement, Downey's contract with the state indicated IDOT and Foran would hammer out a final compensation for the

property IDOT acquired.

But both sides have yet to reach an agreement on that final compensation, even though the state paid the preliminary amounts years ago. And as long as the compensation agreement is not final, neither owner has clear title to nearby land not needed for the roadwork.

Linda Scaccia said the state now alleges that the land she and her husband sold is not worth as much as the preliminary compensation agreement established, and the state is asking that the Scaccias return part of the money. But, she said, such a possibility never was discussed during the rushed land acquisition of 1999.

The expedited land buy is a routine matter in projects that are on a fast track. And, legally, the state can ask the previous property owners to return some of the money they received in a preliminary compensation order.

But, "it rarely happens," said Patrick Bond, a Wheaton attorney who also serves as a special assistant attorney general in condemnation cases. In fact, when a preliminary compensation price is adjusted in a final settlement, the public entity often ends up paying more to the previous owner, not less, said Bond, who has been working in condemnation since 1930.

The 25-foot-strip of land along the north side of Roosevelt Road where

the Round-Up, Downey's Little Tavern and the Scaccias' homes once stood is occupied by a wider road, part of the plan to improve traffic flow around the Strangler. The work was completed in late 2001.

After spending the state's money to relocate to Brule, Wis., buy and expand a new business and buy two homes there, the Scaccias are close to \$150,000 in debt. They continue waiting for the final compensation to be reached so they are free to sell their remaining property in Hillside. And like Downey they continue paying property taxes on that remaining land.

"Day in, day out, I don't want

to think about it," said Scaccia. "Everybody forgets when this happens that they're dealing with people, not just property. We didn't do anything wrong. I was an innocent bystander."

Downey said he was counting on the sale of his Hillside property to ease the financial strain of his forced retirement. About two years ago, he and his mother, Virginia, 88, sold her home in Venice, Fla., to pay \$32,000 in back taxes and avoid a tax sale of the Hillside parcel. Virginia Downey moved to her son's home in McHenry.

"I can handle everything," Downey said. "It's just been pretty disappointing because it's starting to cause

other people hardships."

For the time being, he's making ends meet by working as a flower deliveryman.

"When the state wanted the property, it was called the fast track," Downey said, adding that he has refinanced three times in the last five years. "Apparently, I've been moved to the slow track."

Chicago Tribune, July 13, 2005

Ed Note: for those ISOA members who may have joined ISOA since 1999, The Round Up was our meeting place for many years.

This text appeared on the Triumph internet list. It was posted by Randall Young and written by John Macartney.

To: Triumphs List
Subject: Re: Is there a TR6 in showroom condition?

The subject poses an interesting question. I anticipate there could be just a few TR's (5's/250's/6's) that might justify the title. Cars eligible for such an august award would have the following features:

1. A less than impressive paint finish. Fairly thin, lots of orange peel and a few runs would confirm it was painted in the Liverpool plant. Liverpool sprayers were a competent bunch and could paint with one hand and read a newspaper or betting slip in the other.
2. No trace of mud in the wheelarches and the underside will be as clean as the top. This condition will indicate it didn't stay in the Honeybourne transit park for too long.
3. Quite a lot of mud, the odd bit of grass and surface corrosion on some of the plated hardware will suggest it was at Honeybourne for at least six months and probably sitting in the middle of a flooded part of the former runway. A musty smell from the carpets will confirm this.
4. The engine ought to have intriguing transparent sticky

stuff (in reality dried lanolin known as 'slush') all over it that smells like an oil leak (but isn't) when hot.

5. The fit of the doors, bonnet and boot lid should leave a lot to be desired (the more appalling the better) and there ought to be a clothes peg on a piece of string hanging from the cold start control.

Meet those few criteria and I think I'd agree the car was in 'as new' showroom condition. Of course these criteria shouldn't apply just to TR's - Spitfires and GT6's are equally eligible. Perhaps VTR might like to include these points for their future judging criteria for cars that are claimed to be original?

Oh yes I nearly forgot - tyre pressures varying somewhere between 25 and 50 psi and while on the subject of wheels, don't be too worried if your car has knock-on wires on one axle and disc wheels on the other. To make it truly genuine and in showroom condition, check the boot. There ought to be one of each wheel in there for the spare(s). I jest not on the last point. One irate customer once challenged me on how this could happen? My reply was flippant (while trying to conceal my laughter) and a straight right to my jaw laid meright out on the floor and the damage to my left lower molar still troubles me.

Jonmac

***Snic Braaapp is published monthly by:
VIDataPrint LLC - 847/683-9683***



Dear Editor,

I am writing to all major national publications, including yours, to ask you and your readers to join me in a effort to uplift the spirits of the flood-ravaged victims of the Golf Coast. I personally have taken it upon myself to cut short my vacation to visit the folks affected by this tragedy and I ask you to follow my example by entertaining these folks, many of whom I have just discovered are colored. Since you all have a good band, so I am told, maybe you could send it to New Orleans to

entertain the folks there that need cheering up. Even though, Mom says lots of 'em never had it so good now that they get to stay in the Astrodome, I feel kinda sorry for 'em and I'll bet some of you do to. So please send the Spinal Tappets to Louisiana and they can join me in cheering these folks up.



PS-Now that the water's come down a bit, me and Dad found that the fishin' down here in the French Quarter is real good.

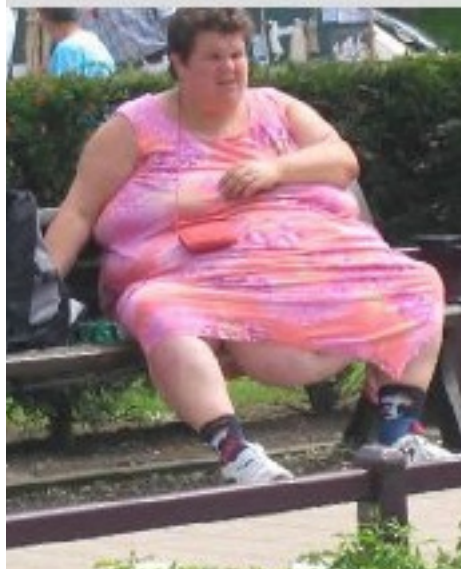
G. Dubya
Washington, DC

Dear Editor,

I want to warn you and your readers to be very careful when taking erectile dysfunction medications. Not only can these medicines cause you to go blind, but when mixed with vitamin B12, I found that they can make you fail drug tests for steroids.

Ralph Palmer,
Baltimore

Dear Editor-



I heard from my cousin Rufus that in your last issue that you were looking to "try plump" models for your 2006 calendar. Well, I'm a model and I'm a bit full-figured. I am trying to jumpstart my career as a fashion model and I think that if you feature me in your calendar, it will certainly boost sales, as well as my prospects. How about it? If you'd rather see me in something more revealing, that's OK, I have some more "provocative" poses that I could send you if you'd like. I wouldn't need any money, but some extra pierogis would be appreciated.

Ursula Leaking-Wattersky
Green Bay WI

THE LITERARY CORNER



The Bulwer-Lytton Fiction Contest is an annual competition to write the worst opening sentence of an imaginary novel --The contest was inspired by:

"It was a dark and stormy night; the rain fell in torrents--except at occasional intervals, when it was checked by a violent gust of wind which swept up the streets (for it is in London that our scene lies), rattling along the housetops, and fiercely agitating the scanty flame of the lamps that struggled against the darkness."

--Edward George Bulwer-Lytton, (1830) Here is this year's winner:

As he stared at her ample bosom, he daydreamed of the dual Stromberg carburetors in his vintage Triumph Spitfire, highly functional yet pleasingly formed, perched prominently on top of the intake manifold, aching for experienced hands, the small knurled caps of the oil dampeners begging to be inspected and adjusted as described in chapter seven of the shop manual.

Dan McKay
Fargo, ND

Ed Note: In the interest of technical accuraracy, Joe Pawlak makes the following observation:

"... the Spitfire only had dual SU's. When it went to Strombergs, there was only a single. The SU's would suggest a perky rack rather the ample ones theStrombergs would provide."

THE BEST TOOL TO TURN TRIUMPH SQUARE HEAD DRAIN & FILL PLUGS

My 1964 Triumph TR4 has 4 square headed plugs:

- Engine Oil Pan Drain
- Transmission Oil Fill
- Transmission Oil Drain
- Differential Oil Fill



Over the nearly 40 years I've owned and maintained my TR4, I've used every tool imaginable to take these plugs in and out, from adjustable, crescent type wrenches to vice-grip pliers. I've never used a pipe wrench but I've considered it. The result usually

was a struggle and sometimes resulted "rounding off" the square end on the plug. Having time for the pursuit of obscure, but important things, now that I don't work very seriously, I've found an off the shelf, low cost, simple tool which makes removing and replacing the oil drain/fill plugs on my TR 4 simple:

3/8 inch drive, 7/16 inch socket, 8 Point – called a "double square" or "star" socket

Common sockets are either 6 or 12 points and intended for hexagonal (six sided) nuts or bolt heads. The 8-point socket is specifically designed for use with square fasteners – and the 7/16-inch size perfectly fits the square headed plugs on my TR4.

You can't walk into your friendly neighborhood hardware store on Saturday morning and buy a 3/8-inch drive, 7/16 inch 8 Point Socket, but it's not too hard to find. I bought two (one went to my brother Harry for use on his TR 6 & TR 250) on line:

www.sears.com - # 00944344000
Craftsman 7/16 in socket, 8 pt 2.99

www.mcmaster.com # 5544A54
3/8" dr socket 8 pt Std, 7/16" sz 4.71

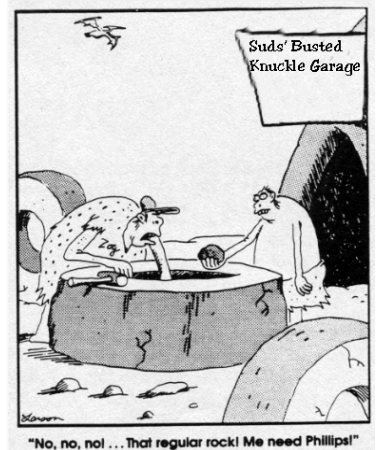
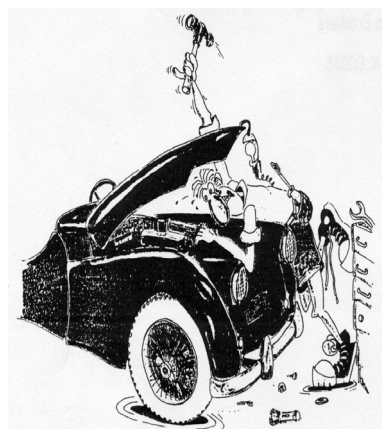
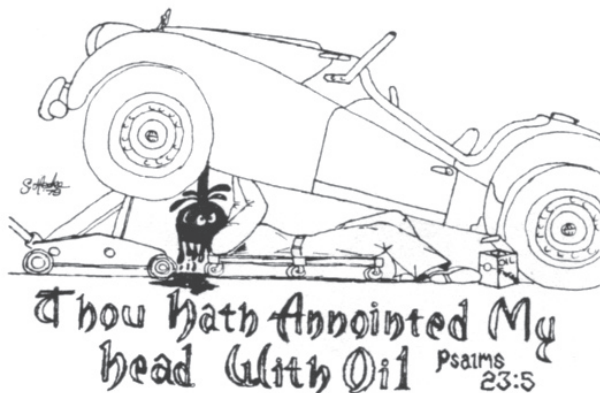
www.snapon.com # F314
Socket, Double Square, 7/16", 8-Point 10.35

The Craftsman socket and the Armstrong brand socket from McMaster-Carr are exactly the same except for the name mark. I didn't buy the Snap-On socket (too cheap) but I'm sure it would be the very best quality. Get your hands on one of these 7/16 inch 8 point sockets and you'll enjoy taking Triumph square head drain / fill plugs in and out.

Jay Holekamp, Jul 05



Along with the socket described above by Jay, another option to save wear and tear on your vice-grips [and your oil drain plug] is the wrench pictured to the left. The larger opening fits snugly on the drain plug, while the smaller opening is designed to allow quick and simple rear brake adjustments. It is available from ISOA hotshoe Joe Alexander for \$12.00, a \$2.50 discount over the going rate to non-ISOA members. Joe also has other tools and upgrades available. Contact him at: Joe Alexander, 645 1st Street Jesup, Iowa 50648, ph 319.827.2745, N197tr4@cs.com,



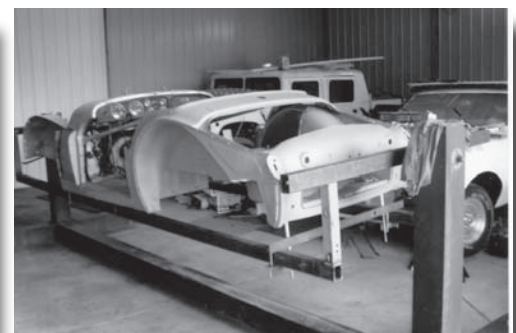
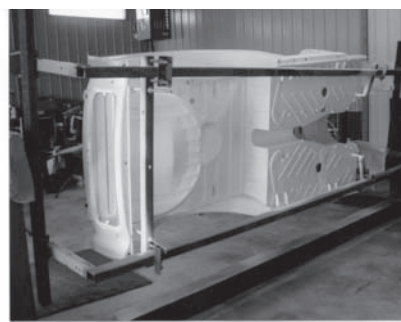


**ISOA TECHNICAL
EXSPURTS**

- TR3** Bill "Whizmo" Pyle
630/773 4806
- TR4** Pat "PowerBuldge"
Lobdell
219/942 1263
- TR4A** Steve "Drippy" Yott
847/249 1723
- TR250** Tim "Yacker" Smith
630/428 2620
- TR6 Early** Jeff "Stalker" Rust
815/874 5623
- TR6 Late** Irv "Elwood" Korey
847/831 2809
- TR7** Phil "Factor" Fox
630/662 7721
- TR8** Tim "Tool Man" Buja
815/332 3119
- Spitfire - (Early)** open
- Spitfire - (Late)** Steve "Sniffy" Yezo
847/855 9482
- GT6** Dave "Snake" Shedor
847/9375078
- Stag** open
- General Tech-Weenie** Bill "Whizmo" Pyle
630/773 4806
- Machinist** Bob Crowley
630/355 2170
- KeyMaster** Bob "Senile" Donile
630/837 3721
- Electrical** open
- Paint, Body,**

2005 ISOA OFFICERS

- President & Newsletter Publisher** Joe "Stagmeister" Pawlak
847/683-4184
stagfire@elnet.com
- Vice President** Mike "Toofus" Mueller
630/860-9118
greenjet3@aol.com
- Treasurer** Sheri "Big Mama" Pyle
630/773-4806
sherip@ix.comcast.com.
- Secretary/ Newsletter Editor** Bob "Suds" Streepy
630/372-7565
trstreep@sbcglobal.net
- Events** Jack "Spuds" Billimack
815/459-4721
jbillimack@aol.com
- Membership/ Webmaster** Tim "Tool Man" Buja
815/332-3119
buja@insightbb.com
- Motorsports/ Curmudgeon** Irv "Elwood" Korey
847/831-2809
emanteno@attglobal.net
- Meeting Staff** Pete "Peetso" Eckstein
peetso@aol.com
- Tech Editor** Erik "Iceman" Quackenbush
847/482-1673
erik@midwestfilter.com



Alan Avery has access to a body tub rotisserie which he can make available to ISOA members who are involved in frame-off restorations. Call him at 847/419-0411 for further details

Coming in November to a Newsletter near you-

Report & Pictures on Six Pack TRials

Segment # II from John Macartny on the development of the Triumph "Small Engine"

Rick Dentino's "Engine Summer"

Report on Lake Geneva Poker Run

Fall Foliage Tour Article





OCTOBER 15
 "LAST FLING"
 BREAKFAST RUN &
 FALL COLOUR
 TOUR



Get a free birthday drink if you attend the general meeting (birthday must be on file with membership-chair)



- | | |
|-------------------------|------------------------|
| Mike Bulfer 10/02 | Sandy Hurst 10/16 |
| Denise Tokarczyk 10/03 | Jill Burdette on 10/17 |
| Susan Quackenbush 10/05 | Yvonne Kolton 10/19 |
| George Loss 10/07 | Mike Arch on 10/20 |
| Dave Windmuller 10/09 | Jack Gleason 10/21 |
| Marilyn Bailey 10/10 | Tom Morgan 10/22 |
| Peter Conover on 10/11 | Keith Gill 10/24 |
| Dick Burdette III 10/12 | Doug Larson 10/26 |
| Karen Rust 10/12 | Rich Frain 10/30 |
| Gloria Cappetto 10/12 | Barb Billimack 10/31 |

New Members

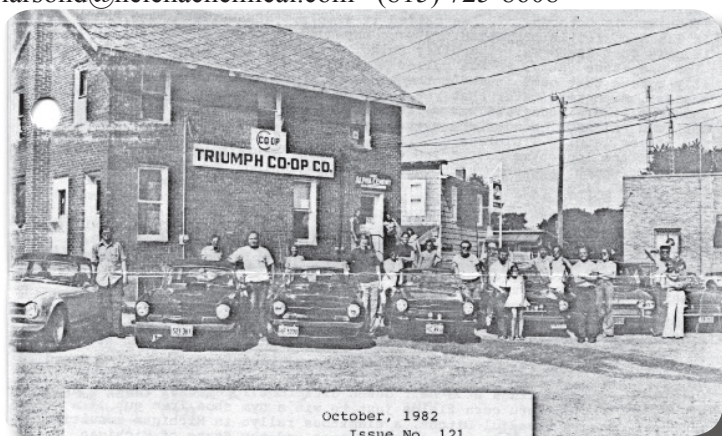
- | | |
|---|--|
| Doug Clark
2012 N Orleans
Chicago, IL 60614
61 TR4 | Jack Hansen
1600 Verde Ln
Mundelein, IL 60060-
H:(847) 949-4448
W-Him:(847) 949-4448
JackHansen@msn.com
75 Spitfire |
| Frank & Noreen Dodaro
13419 Little Creek Drive
Homer Glen, IL 60491
H:(708) 645-1992
W-Him:(630) 960-1179
72 TR6 | Joe Honor
897 Vernon Ave
Glencoe, IL 60022-1268
H:(847) 835-5619 W-
Him:(847) 625-3525
j.honor@comcast.net
74 TR6 |
| Greg Fantozzi
160 Amber Ct
West Chicago, IL 60185-
H:(630) 231-1314
W-Him:(630) 463-3805
gfantozzi@geneva304.org
76 TR6 | Pam & Jeff Leas
40W992 Creekwood Dr
Elgin, IL 60123-8366
H:(847) 464-0816 W-
Her:(847) 888-5000 x5318
psleas49@cs.com |
| Mike & Joyce Geiter
312 Blue Spruce Ln
Glendale Heights, IL
60139-1763
H:(630) 295-8678 W-
Him:(630) 241-1200
mgeiter@sbcglobal.net
70 TR6 | Tom Scaletta
111 S 7th Ave
LaGrange, IL 60525-6403
H:(708) 354-3509 W-
Him:(630) 527-5025
tscaletta@edward.org
68 Spitfire |

MEMBERSHIP COUNTS:
 # of memberships is 133
 # of members is 202

We'll meet at "R-Place" restaurant in Morris, IL at the northeast corner of I-80 and IL Rt.47 (at truck stop) between 7:30-8 AM. After breakfast, we'll take some roads less traveled through the countryside to Starved Rock State Park for a rest stop Then it will be on to Triumph, IL (see photo) for our group photo. We'll continue through soybean and cornfields, later arriving in the Fox Valley Winery on Rt.34 in Oswego for a free wine tasting (and possible tour if time permits). We should be at the winery between 12:30-1PM. This will be the end point of our fun run

Please E mail or phone either of us to let us know if you plan to attend, Hope to see you on October 15

kimandbill76@sbcglobal.net (815) 729-9731 or
 larsond@helenachemical.com (815) 725-8608



Here's the cover photo from the October 1982 Snic Braaapp-the last time we went to Triumph in Triumph- Ed

Classified Ads: The Illinois Sports Owners Association newsletter will accept classified advertisements from members who wish to buy or sell Triumph cars, parts or miscellaneous related material. We will run ads, at no charge, for club members for ninety days. We also accept ads from non-ISOA private individuals who have cars, parts or related items that we deem of possible interest to our membership on a case-by-case basis. We do NOT accept advertising from commercial enterprises – even if those businesses are owned or operated by club members. If a Triumph related business hosts an event which we feel might be of interest to our membership, we will inform our readership of this occurrence, but this newsletter, its editors, and the board of directors do not endorse, recommend, or otherwise support, implicitly or explicitly, any commercial entity doing business in the Triumph-related domain.

For Sale:1973 TR6 - [see p. 20] Pimento Red: Frame has been restored; approx. 3,000 miles on professionally rebuilt motor which has been mildly modified; Petronix Illumination ignition (step up from more common Ignitor system); Moss - UK header has been double ceramic coated (stock manifold available); Falcon SS exhaust; transmission, differential, axles and hubs have been rebuilt in past two years; new wiring harness front and rear; new carpet and padding set; Miata seats installed on TR6 rails (original seat included); all suspension parts are new or have been magnifluxe; Good Parts springs; Spaxshocks on front; Blaupunkt am/fm/CD with four Infinity speakers. Body in good condition, only rust in left quarter (rust free panel included). Good used set of Red Lines available. Photos available upon request. Asking \$9,000. Call 262/375-3362 or 262/620-4810 (cell); email -ehusmann@sbcglobal.net.[9/05]

For Sale:1976 1/2 Red TR6. less than 9,000 miles stored, stored inside for the past 10 years. \$12,000. 616-617-9132 or kjmcfadden@yahoo.com [9/05]

For Sale: 75 TR7 Coupe race car (ITB) Doesn't run, not street legal, although it could be by adding a muffler. Lots o' spares. Make me an offer. Kim/Jake 630 858-5468 or 630 399-0886. [9/05]

For Sale: TR7 contact Karen Vorn Kahl directly at KVornKahl@orba.com [10/05]

For Sale: 1979 Triumph Spitfire 41K miles, Good Condition. \$3950/OBO. Ph 815/455-7755 [10/05]

For Sale: TR3/4 original tools. Don Weinberger - vallarta@enter.met [10/05]

For Sale: TR7 with two spare engines, interior kit, misc parts Bill Williams captwow.@aol.com, ph. 630/636-6360. [10/05]

For Sale: TR6 doors, rear clip, engine, trans; Spitfire engine, trans, doors, hood, rear end; Herald trans, rear end. Larry Will sell all or separate. Best offer. Call Larry at 630/373-2299 or 815/827-3202. [10/05]

For Sale: TR3 with extra parts. \$5000.00 or best offer Tom Murray 708/269-0282. [10/05]

For Sale: TR6 engine and trans removed from a car with 42k on it. Has been sitting in garage for over twenty years. Came out of a 1972. Located in Evergreen Park. Call 1-708-341-2118 or Email danschuld@schuld.com [10/05]

For Sale: Austin Heally "project" Tim Mantel 219/929-1542 [10/05]

For Sale: TR7 847/695-2224

Wanted: Triumph Mayflower. Ph. Mark Heller 386/428-0807 [Fla] (ed note: this guy called me and offered a finder's fee. PS-I already referred him to Peggy Tiffany, but the number listed in the VTR Magazine has been changed) [10/05]

Wanted: TR4, TR4A, or TR250 driver. Jeff Leas ph. 847/464-0816 [10/05]

Wanted: TR3 or 4 tachometer. Bob Streepy ph. 630/372-7565 or trstreep@sbcglobal.net [10/05]



We've all received those flyers about generic car shows at various events; you know the ones I'm talking about. Anyway, as I was getting ready to recycle a handful of them that had appeared on my passenger seat after the Union Transportation Extravaganza, when I came across one for a show between Elgin and Dundee at the Milk Pail Restaurant, a Fox Valley icon for more than half a century and I made a mental note that if I were free, or at least reasonable, on August 28th, I might check it out. As luck would have it, Mrs. Suds and her daughter and daughter in law along with her grandchildren made plans that day to attend a play in the city and I found myself with a really nice day and no immediate plans, when I remembered the aforementioned flyer and decided to head out in Casper, [not the world's nicest TR3, just the most expensive]. I should mention that the flyer mentioned two things that made the event appealing: 1] plenty of shade and 2] a beer garden.

I pulled into the lot about 9:30 and there were already nearly 100

cars of all types already parked. [The number would grown to 175+ before day's end.] I paid my \$3.00, pulled in between two large shade trees and strolled around looking at the eclectic assembly of vehicles. When I got back to my car a barely street legal funny car with a blower bigger than my entire engine was trying to shoehorn itself in between Casper and the aforementioned shade trees. I repositioned my car to accommodate before he literally and figuratively "blew my doors off."

It seemed this event was a sort of rendezvous for the Chicagoland Kit

vehicles which ranged from pristine to putrid.

Shortly after I had a chance to look around, I saw a TR8 entering. It was none other than Mike "Toofus" Mueller and son Chris who had opted to attend the show rather than pull the rear end out of a truck-in light of the beautiful weather and the announcement that the beer tent was about to open, and the Elvis impersonator was about to begin singing, seemed like a stroke of genius. With the presence of three Triumphs, including two from our club now in the show field, Mike and I pronounced the

event an "official" ISOA function. It turned out to be a really nice afternoon with plenty of neat cars to reminisce about and some neat owners to visit with, [including Don Novello's-[aka Father Guido Sarducci]-cousin.] None of the cars rolled off trailers and the folks all



Car club, and there were all kinds of "almost" Cobras, TDs, Healy's, etc. There was also a kit Alpha 8C, the one that "inspired" the Triumph Dolomite we mentioned in our August Prewar article. In addition to street rods, antiques, muscle cars, there three Ford retractable hardtops, a 1947 Hudson convertible customized by George Barris in 1952, a Stag sporting a 350 small block and other various and sundry

seemed to enjoy an idle hour or two busing about all kinds of cars. If you live in the Northwest or Western suburbs, you might want to check this one out next year. It was a really a nice, low key car show and if you don't live too far away, a most pleasant place to spend a couple of hours on a pleasant Sunday afternoon.

Suds

October 2005



THE REAR VIEW MIRROR -EVIL BERT'S TR6

Snic
c/o Bob Streepy
850 Kent Circle
Bartlett, IL 60103
Braaapp