



# *Snic* For the active Triumph owner! *Braaapp*

Official Newsletter of the Illinois Sports Owners Association

## ISOA BOWLING-PIZZA PARTY

PHOTOS AND TEST BY SUDS

More than two dozen intrepid ISOAers sought refuge from the inclement weather, which seems to accompany most of our social activities of late, and the midwinter doldrums [AKA Triumph Withdrawal] on Sunday afternoon, February 20th at the Country Lanes

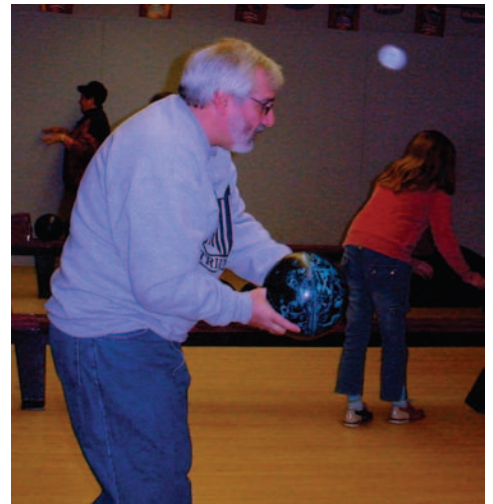


in Hampshire to bowl their blues away. The keg-lers were assigned lanes through a lottery system improvised by Sheri "Big Mama" Pyle that was guaranteed to provide some degree of fairness in the competition – a theorem contested by the losers. Copious supplies of "goodies" were strategically placed throughout the bowling alley, lest anyone suffer from snack deprivation syndrome. The bar insured that no one would become dehydrated during the spirited competition.

The event coincided with the



Daytona 500, so that anyone with a limited bowling attention/interest span could view the competition among Nascar's finest, most of whom seemed to be named "Skeeter" or "Bubba-Bob Junior."



The bowling was followed by a pizza party, subsidized by the generosity of newly installed chief-executive Joe "Stagmesiter" Pawlak and approved by the ISOA senate. The new regime announced that similar acts of munificence would be taking place at various ISOA



activities during his reign, a clearly transparent act of benevolent-despotism, which should certainly guarantee him, and his heirs, presidency in perpetuity.

To conclude by saying that a good time was had by all would be a gross understatement, [and we have always prided ourselves on being gross.]

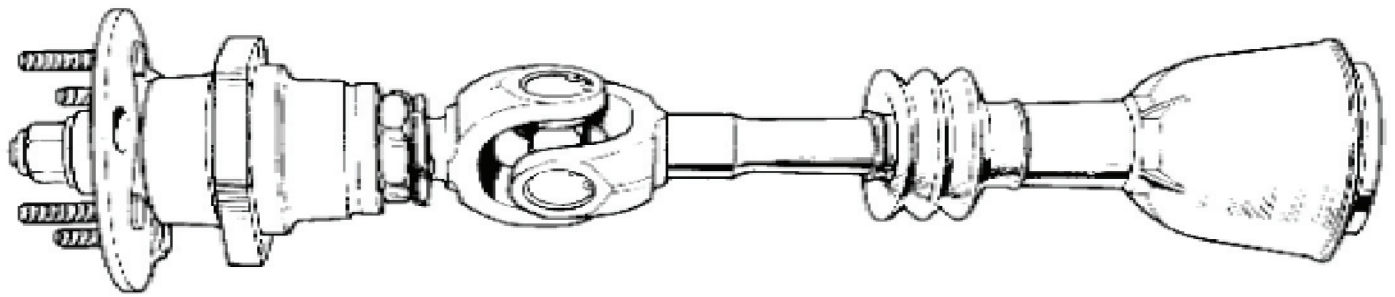


Inside this issue...

Spitfire Restoration Article  
John Macartney's "Wet Liner"  
Hub Clinic, & much more



# March 2005



## Hubba, Hubba

text & photos by Suds



A dozen or so Triumph devotees gathered at the ISOA equivalent of Red Green's Possum Lodge, AKA Pyle's Garage, on a balmy, for mid-winter, Saturday, February 5th, to lift and separate their hubs. The clinic included the disassembly, cleaning, and reassembly of a set of TR3, TR6 and GT6 hubs, each of which featured its own



idiosyncrasies in terms of the rebuilding process. Jack "Spuds" Billmack worked on the hubs of his TR3 and used a combination of hub puller [AKA the club magic twanger] Billy's hydraulic press, heat, more heat, and the ever-popular



BFH to eventually separate the hub. [He confessed to having no immediate intention of ever putting his TR3 on the road; he just wanted to get the diff off his bench.]

While Jack worked on his hubs, Phil "Factor" Fox was disassembling a

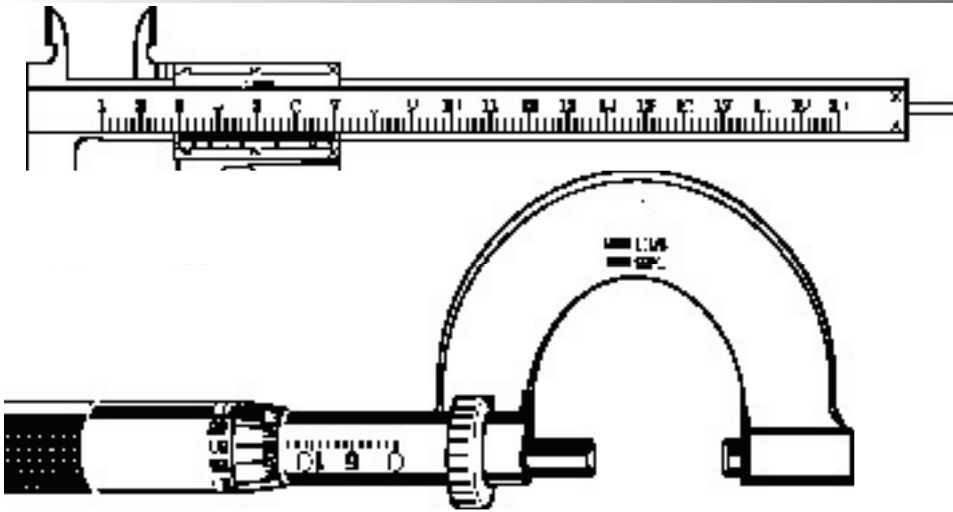
TR6 IRS hub under the watchful eye of Jerry Hurst. In addition, he also replaced the U-Joints, with guidance and counseling from Billy Pyle.

As your humble and obedient scribe was making his exit, Dave



"Snake" Shedor arrived with a pair of GT6 hubs in need of rebuilding. As always, Billy's hospitality was matched only by his expertise on all Triumph things technical.





ENGINE CONDITION MEASUREMENT CLINIC  
Text and graphics by senior events correspondent Jack “Spuds Billmack

On Saturday, February 13 About 12 ISOAers gathered at Hurst’s home in Joliet. Phil “the Factor” Fox supplied two TR6 engines with a goal of finding out which one would be better to rebuild. Jerry supplied one TR6 engine, which is going to be rebuilt, and then installed into his TR6, while it’s original engine is rebuilt “right”. Bob Crowley and Tim Mantel both brought measurement tools and used the disassembled engines to show everyone how to measure whether various parts were still within tolerance and whether or not they were suitable for reuse. If any components were too far from factory specifications, machine work was dictated. Bob and Tim showed everyone how to measure cylinder bore, piston diameter, camshaft and crankshaft end float, crankshaft straightness and head flatness. Factor supplied garage heat via propane, while Jerry supplied pizza and drinks. Everyone there had good time and a great deal of useful information was learned.



A LITTLE BS FROM BS



NEWS & VIEWS FROM THE BUSTED KNUCKLE GARAGE

Some and my Buddy, Vinnie “The Ratchet,” are holdin’ down a couple of barstools at the local watering hole, when the barkeep, proudly points out the latest gadget he has installed at the bar to attract a more “upscale” crowd (as opposed to the present company)— Internet WiFi. Vinnie starts lookin’ more glum than usual, if such a thing is possible.

“Fercrisakes,” growls Vinnie, “it was bad enough when youse took out the shuffleboard table and put in those damn ferns. Then you quit servin’ Meister Brau. Now you want to put in the intranet and bring in more cellphone-yackin’ Yuppies. Damn!”

“Take it easy Vinnie,” says I. “I haven’t seen you this worked up since GM announced they were gonna quit makin’ Camaros.”

“Suds,” he says, “You’ve always known me to be a caring, ‘90’s kind of guy,” (At this point, I’m thinking 1890’s maybe) “who keeps up with the times, but lately this “Hi-Tech” s\*\*t has me really bummed,” says Vinnie as he orders up another

brew.

“I got this computer for Christmas – (It fell off a truck, wink, wink), and I thought I could keep up with the intranet and stuff. But when I went to set it up, my daughter’s boyfriend, the computer geek who was gonna show me how to use it, says something about how nobody uses DOS no more, and I’m hopin’ like hell DOS ain’t no fancy term for birth control before he tol’ me it was some kinda computer sytem. How the hell are you supposed to keep up with this stuff?”

“I’ve quit bothering to try to make sense out of the Best Buy and Circuit City flyers in the Sunday paper. How can you tell if something is good deal if you don’t even know what it is? To me, a wireless router should be a battery powered wood-working tool.”

“I guess maybe I started fall in’ behind the rest of the digital world back in ’84 when Compact Discs first came out. I figured, who needs CDs as long as we got cassettes and 8 Tracs. I still ain’t bought or burned a CD, let alone a DVD, I don’t have no Ipod, and I don’t see none in my future. I can’t quite figure out the difference between HD or ED TV, (although it looks that ED advertises more on NFL commercials). Bluetooth?- sounds like a case for dental a hygenist; Firewall?- thats the cowl on a street rod”

In many ways, I think that

those of us of a certain age feel for Vinnie’s predicament. Being a Digital Luddite in an analog world has undoubtedly become increasingly challenging. Perhaps that’s why I am so fond of my little fleet of Triumphs and the kindred spirits of ISOA who love theirs too. Triumphs are mini time machines. No automatic transmissions; no sequential port-tuned, turbo-charged, fuel-injected engine; not even negative ground. Yeah, they might not be as high-tech as a Honda S2000 (or a ten year old Civic for that matter) and maybe they are little (OK, a lot) temperamental, but when (or if) they fire up, we are transported through the wormhole of time back to 1960 or 1971. I’m in my teens or twenties, with a full of head of steam (and hair). I’m diggin’ Sam the Sham and the Pharaohs and shifting gears, as the fumes of carbureted, but unleaded gasoline mingle with sparks regulated by a set of marginally efficient ignition points. High tech? Hell no, but I wouldn’t have it any other way.

Suds



**Newsletter Submissions:** *SNIC-BRAAAPP* is published 12 times a year and should be received it 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” or good old fashioned paper. All photos and disks will be returned upon request. [email to the editor]. 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 Streepp 850 Kent Circle Barlett, IL 60103 email: [editor@snic-braaapp.org](mailto:editor@snic-braaapp.org)**



We are starting to turn the corner of winter and spring is fast approaching. For those of you

who have yet to start your winter projects, you are running out of time. Put down the remote and get your differential engaged! Many of the parts vendors are running their winter parts specials, so take advantage of this and do your part for the economy. Driving

season is fast approaching.

I have been spending every spare moment on the 76 Spitfire. The goal is still to have it's inaugural run at the Champaign British Car Festival at the end of May. It probably will be just that, it's inaugural run! Some years back when I had finished Jenny's TR7 it was part of her undergraduate present and brought to the same event. Prior to the 3 hour plus drive, the most miles it had driven was about 7 which constituted the round trip to fill it up with gas in Hampshire before the drive down. I never could figure out if this was

a case of ultimate confidence in my mechanical/restoration abilities or sheer stupidity. Stay tuned, we may be going for it again!

It is important for ISOA members to get registered for the convention. This allows for the initial "seed" monies to roll in to finance many of our fixed costs. Worker bees, get in contact with your event chairman to start work on some of those activities. If you don't know who those folks are, please ask. The more we get down now, the less we are scrambling the days before the big show.

Joe

AUTO BODY REPAIR CLASS AT COLLEGE OF DUPAGE  
By Phil 'Factor' Fox



For those of you ISOA'ers who live in the College of DuPage

District, on page 74 of the Spring '05 Quarterly, you will see the offering of this class. Several years ago, my son, Phil 'Factor Jr', and I took this class and learned how to perform body

repairs on a very rusted 1980 TR7. We learned the basics of grinding, sanding, applying fiberglass and bondo, priming, wet sanding, he painted that car using base coat/clear coat and it baked in the paint booth oven overnight. Some 50,000 miles later, driving this car year round, it is due for some updating.

In the event you might be interested in signing up for this class, the code for the Tuesday night class is 35909 and the code for the Thursday night class is 35910. The class meets for 10 weeks between 5:30 and 9:30 PM, starting the week of March 28 and the cost is \$316. I have been told Military

GI's get a discount. I do plan to sign up and start the bodywork on the TR3A.

You can phone them at 630-942-2208 for more information or go on line at [www.cod.edu](http://www.cod.edu) New students are to phone 630-942-2377.

One thing that I was impressed with: they have an endless supply of Air Pressure, to power the DA's.

*Thanks to educational correspondent and president emeritus Phil "The Factor" Fox for this information. Dave Kayson has taken this class, and he also has high praise for it.*

*Thanks to alert reader and Chief Rockford Area Special Correspondent Jeff "Stalker" Rust for this great image of a Triumph/Studebaker [twice-blessed?] Dealership in Texas, circa 1960. Our Lone Star State field office informs us that they are still in business, but now they deal exclusively in Plymouths and Oldsmobiles.*



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## ISOA UPCOMING EVENTS

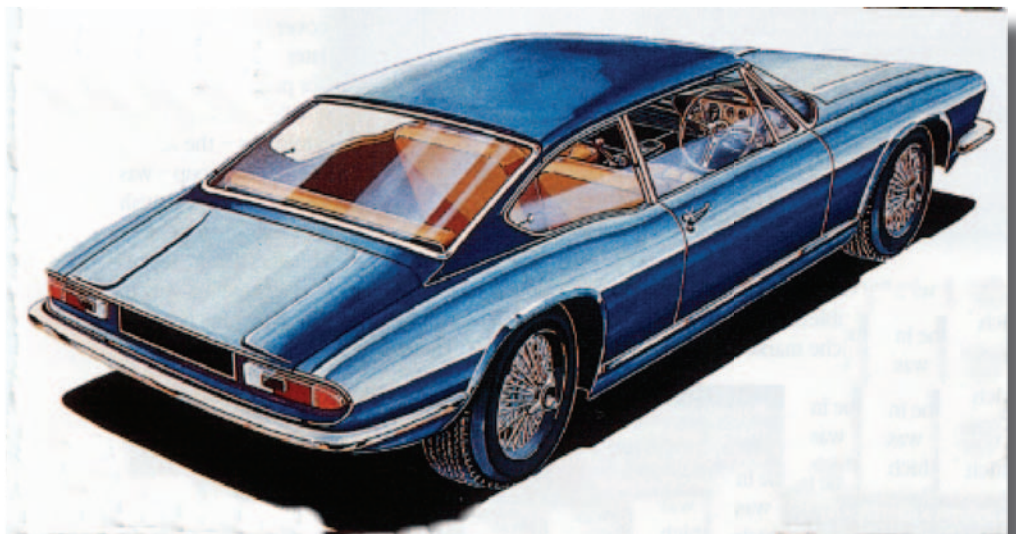
| Month  | Date  | Day     | Time  | Event   |
|--------|-------|---------|-------|---|
| Mar    | 6     | Sun     | 4:30  | ISOA Board Meeting  |
|        | 6     | Sun     | 7:00  | General Membership Meeting  |
|        | 12    | Sat     | 8:30  | Transmission Rebuild Clinic at Pyle's Home, [contact Bill to reserve a spot]  |
| April  | 19    | Sat     | 3:00  | ISOA Chili-fest & Movie Night at Buja's home  |
|        | 3     | Sun     | 4:30  | ISOA Board Meeting  |
|        | 3     | Sun     | 7:00  | General Membership Meeting  |
|        | 23    | Sat     | 10:00 | LaFox Factory Auto Spring British Car Gathering, 959 N. LaFox St. [Rte. 31], South Elgin, ph. Dennis Tobin [847/931-1555] for information                             |
|        | 29    | Sat     |       | Classic Motor Sports "Mitty" Road Race, Road Atlanta, [see p. 20]   |
| May    | 30    | Sat     | 8:30  | ISOA Club Tune-up Clinic at Pyle's Home   |
|        | 31    | Sun.    |       | House on the Rock Tour, same time, and place as last year   |
|        | 1     | Sun     | 4:30  | ISOA Board Meeting  |
|        | 1     | Sun     | 7:00  | General Membership Meeting  |
|        | ?     | Sat     | 8:30  | Breakfast Run #1 -details to follow   |
|        | 7     | Sat     | 9:30  | United Classic Motors Spring Event, 1700 Quincy, Naperville ph. Pual Watts @ 630/669-1582 for information   |
|        | 28    | Sat/Sat |       | British Car Week. Drive your car as much as you can. Contact BritCarWeek @arczip.com [Scott Helms] britishcarweek.org   |
|        | 27-9  | Fr/Su   |       | Champaign British Car Show www.wvbsc.org/cbcf/Hawthorne Suites, Champaign 217/398-3400  |
| June   | 5     | Sun     | 4:30  | ISOA Board Meeting  |
|        | 5     | Sun     | 7:00  | General Membership Meeting  |
|        | 12    | Sun.    | 9:00  | Michiana British Car Day, South Bend, IN  |
|        | 18    | Sat     |       | Spring Campout Black Hawk Farms Raceway, Rockton, IL  |
|        | 19    | Sun     | 9:00  | Wisconsin British Car Field Day, Sussex, WI   |
|        | 23-6  | Th-Sa   |       | TRA National Convention - Branson, MO [see page 12 for details]   |
| July   | 10    | Sun     | 4:30  | ISOA Board Meeting [ <i>Note - not first Sunday!</i> ]  |
|        | 10    | Sun     | 7:00  | General Membership Meeting [ <i>Note - not first Sunday!</i> ]  |
|        | 9-10  | Sa/Su   |       | British Boots & Bonnets Car Show  |
|        | 26-30 | Tu/Sa   |       | <b>2005 VTR Convention. Hosted by ISOA<br/>ClockTower Conference Center. Rockford, IL<br/>Visit <a href="http://vtr2005.org">http://vtr2005.org</a> for more info</b> |
| August | 7     | Sun     | 4:30  | ISOA Board Meeting  |
|        | 7     | Sun     | 7:00  | General Membership Meeting  |
|        | 13-4  | Sa/Su   |       | Heartland British AutoFest, Davenport, IA   |
|        | ?     | Fri     | 7:00  | White Trash Night Tres Sycamore Speedway  |
| Sept.  | 11    | Sun.    |       | B.C.U. Morraine Valley Community College  |

**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



Here's a Michellot Stag coupe sketch that never made it past the drawing board. Pity.

from the Suds' "T"archives



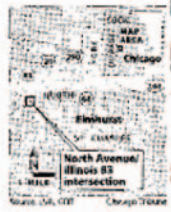
## Does this intersection look familiar?

The heavily trafficked intersection of Illinois Highway 83 and North Avenue in Elmhurst had 87 accidents in 2003.

### Crash-laden corner just busy, officials say

Elmhurst intersection has most accidents in state

By Matt Baron  
Special to the Tribune



By Matt Baron  
Special to the Chicago Tribune

The intersection of Illinois Highway 83 and North Avenue in Elmhurst has logged more accidents than any other intersection in the state during 2003, the most recent year for which state officials have complete data. But Elmhurst officials say it's not a dangerous intersection, it's just the busiest. At a City Council meeting this week, Elmhurst Mayor Tom Marcucci responded to recent media reports about the site's frequency of accidents by declaring it to be not "inherently dangerous." According to the Illinois Department of Transportation, there were 87 accidents at the intersection in 2003, one more than the No. 2 spot, 127th Street and Cicero Avenue in Alsip. But traffic volume at the Elmhurst intersection—about 103,000 vehicles daily, said Deputy Police Chief Dominic Panico—is about 50 percent higher than at the Alsip location. Marcucci said that because the Elmhurst intersection is one of the busiest locations in the state, the fact that it tallied the most accidents actually would place it "way back to the middle of the pack" in terms of safety.

There is a silver lining in the congestion. Although it creates an environment ripe for run-ins, it also means that accidents occur at such low speeds that they amount to

relatively minor fender-benders. Panico said that in nearly three-quarters of the accidents, vehicles could be driven to the police station to complete accident reports. Panico said that with about 37 million vehicles passing through the intersection annually, those 87 accidents in 2003, on average, came more than 430,000 vehicles apart from one another. And most were low-speed, rear-end impacts that resulted in 12 injuries, including just one that was serious enough to warrant an ambulance transporting someone from the scene, said Panico. "I don't think that's bad at all. I think that demonstrates the engineering is quite safe," said Panico. "To label it as the most dangerous is an exaggeration." Like the other 10 intersections in the state with the most accidents reported in 2003, the Elmhurst spot did not have any fatalities during the year, said Patrick Pechnick, IDOT's chief engineer in northeast Illinois. Pechnick said that with the volume of traffic, "there's going to be a lot of opportunity for conflict. There's nothing else we can do, short of building an [expressway] interchange."

He said the area was made safer in the mid-1980s when the intersection was rebuilt with improvements, such as dual turn lanes in all four directions. Vehicles are also safer than in the past, minimizing the extent of injuries, said Pechnick. He cited poor judgment as a major cause of accidents. "People are going to take little chances," said Pechnick. "They go through the yellows when they should be braking, and that's when you have accidents." Though the amount of traffic "could easily justify" an interchange—which Pechnick estimated would cost \$30 million to \$40 million—the impact on area businesses would be so severe that the idea "wouldn't go over," he said.

## **THE STANDARD MOTOR COMPANY'S 4 CYLINDER 'WET LINER' ENGINE**

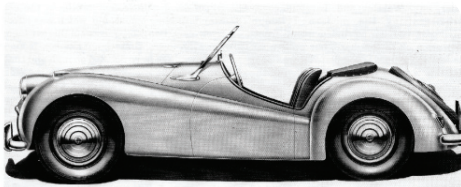
### **INSTALLMENT THREE**

*AN ARTICLE ON THE DEVELOPMENT AND HISTORY OF THIS ENGINE BY JOHN MACARTNEY*

*FORMER EMPLOYEE AND STANDARD-TRIUMPH ENTHUSIAST*

Against this background, it is clear that the creation of the new sports car was fraught with major problems at design stage – but somehow the engineering team staggered on and the end result was 20TS that appeared with a fanfare of trumpets at the London Motor Show in October 1952.

According to his son, my very good friend Paul Richardson, on Press Day, his father, one Ken Richardson from BRM, was asked by Sir John Black to give his honest opinion of the car the company was confident would tackle MG head-on - and take Standard into the vital US market. A road-going prototype of 20TS (possibly the only one?) was put at Richardson's disposal and following a prolonged test drive, the man from BRM was able to give John Black and his team some views of their much-vaunted creation.



What he had to say on the car as a whole was probably not what Standard Management wanted to hear. From Ken Richardson's own notes of that time, we learn that: "I said directly to Sir John Black, 'I think your new car is the most

bloody awful car I've ever driven. It's not even safe to drive and will kill someone. It ought to be scrapped!"

In a later report, Richardson developed his thoughts. "The handling of 20TS was atrocious – in fact, it was nothing short of dangerous. Driving it through bends was unnervingly difficult because it never handled the same way twice. On entering a bend, one could never be sure whether the car would understeer or oversteer and sometimes, through bends, it would wallow and shake – and sometimes jump sideways. On straight roads it developed an intermittent floating motion at speed (speed being a relative term in this instance) and tended to move off line. The faster you drove the car the steering became slightly but noticeably stiffer, which I put down to too much castor angle on the front suspension. Under heavy braking, a front end vibration could also be induced which felt suspiciously indicative of the front suspension flexing under load – and the brakes came on in a fashion that would best describe the engine firing order. The front brakes would also lock up with very little encouragement, due the wrong front to rear brake ratio."

At a later stage, Richardson also wrote: "The chassis on 20TS was so bad it would have been a waste of time modifying it. I recommended that the only way forward was to design a new, properly stressed chassis. I pointed out that with so much flexing in the [existing] chassis, it was difficult to isolate suspension problems, so any major suspension modifications that might be necessary would have to be taken into account at an initial design stage."

Vic Hammond had his own comments: "The 'proverbial' hit the fan when Ken tested 20TS after the motor show. He found the chassis was so weak that the car was dangerous and he told our management it should be sent to a scrapyard. It was a complete embarrassment really,

mainly because no one in the company knew what a \*\*\*\*\* up the chassis was – and this was after countless attempts to design one.

This caused a real panic round the factory and people were scurrying in all directions. I bet you a fiver (a five pound note) you can't find anyone who'll admit to actually designing the 20TS chassis - even now!"

For Standard Motor Company senior management, Ken Richardson's disconcertingly frank evaluation of the car on which so many hopes were pinned for the immediate future, caused an instant application of commercial brakes.

It was clear the TR had to undergo a major structural re-design before it could be offered to the general public. It is a tribute to many relatively unsung (and some completely unsung) heroes that this re-design was achieved within a year so that 20TS, renamed TR2, could make its debut at the London Motor Show in 1953.

Vic Hammond succinctly summarised that critical period of the TR2's development and early life. "All our top design people were brought in at this stage, including Lew Dawtrey and a new chassis was designed after a high level meeting. John Turnbull did all the detail work and he received little credit for it. John was an excellent chap and he told me he had several arguments about using an old, pre-war chassis. He maintained it would have been simpler to have thought out and designed a new one, rather than hack old ones about. You see, John designed the front suspension for the Mayflower, which I helped to style, so he had his own ideas on how to apply it to a new sports car chassis. John gave me the impression that no-one was really interested in his ideas - but after the 20TS \*\*\*\*\* up, higher authorities must have taken notice of his views. He did all the detail design work on the new chassis for

**ED. NOTE: THE ILLUSTRATIONS INSERTED ARE THE AUTHOR'S OR FROM STANDARD-TRIUMPH FACTORY ARCHIVES AS PUBLISHED IN TRIUMPH CARS - THE COMPLETE STORY BY GRAHAM ROBSON AND RICHARD LANGWORTH.**



the TR2 - and this one worked well. You know, there's another thing. John received no thanks. The credit went elsewhere – far higher up the tree than it should have done, and John slowly got so fed up with the way he was being treated, that he left to join Ford in 1956, or so. He got on well with Ken, and let's face it, Ken knew more about sports cars than anyone at 'Standard Motor Comedy' – and he proved it, by results! Although several excellent people worked hard on the first TR2, no-one worked harder or more effectively than Ken. He worked very closely with Lew Dawtrey and often said Lew was the best designer in the company. I concur with that wholeheartedly – and if honesty prevailed, so would anyone else. Ken's rally TR's won just about everything for years and it was because he turned a pig's ear into a silk purse that he was rightly dubbed the father of the Triumph TR's.

No-one else at our place could have done it and everyone I knew thanked Ken for it and he deserved it. He was one of those lucky \*\*\*\*\*s with a roving commission. He was always going to Cannes or Monte Carlo on rallies whilst I was stuck at my drawing board all day developing haemorrhoids!

And so we can see the very early life of the TR2 – but before it became the TR2, was a spectacular and highly dangerous failure.

But it wasn't only the chassis re-design that required re-working. Richardson had noted during his early weeks at Standard that there was a general 'buzz' for the new sports car to be a 90mph vehicle. This feature had been widely promulgated for some time past – though Richardson argued that this was a case of "so near, yet so far."

If the car was required to top 90mph, why stop there? The Austin Healey 100 was a genuine 100mph car, while the Jaguar XK120 was good for 120mph – so why not the new Triumph? To produce a genuine 100mph sports car, would certainly be 'one in the eye' for MG!

Contemporary records indicate the 20TS engine developed 75bhp at 4300rpm, though Richardson claims the figure was probably nearer to 70bhp: Remembering an instance when Richardson had found fault with a power curve, Vic Hammond remembered: "Ken would stand no nonsense - and he knew all about engines. He once had a row with someone about test bed procedure and complained that a power curve was wrong and he'd got 'carpeted' for it. This news went all round Experimental and the result was Ken took a group to the engine test bed and tested the engine himself - in front of everyone. He did a complete power curve test and proved himself right. Our people didn't know at the time that Ken had worked on aircraft engine test beds throughout the war!" Richardson also argued that to produce a 100 mph sports car would cost very little as far as engine development was concerned. Calculations proved the frontal areas of the new car were acceptable and unlikely to impose too much drag – so the prospect of the TR becoming a 100mph car was taken on board with enthusiasm.

The result was that when the TR2 was finally launched in 1953, the engine power output had increased to 90bhp at 4800rpm. In the meantime, there had been frantic work in building two new TR2 prototypes and one of them, MVC 575 - was Richardson's personal development car. One day in the early part of 1953, he was called into Sir John Black's office and a newspaper was pushed across the desk. "Seen that?" Richardson hadn't. Probably he'd been too busy to read the papers, but he didn't say so. Studying the article, he learned that Stirling Moss and Sheila van Dam had only a day or so earlier, driven a highly modified and much tuned Sunbeam Alpine on the Jabbeke Highway in Belgium at 120mph. Bearing in mind that the Alpine, for its day, was about as aerodynamic as an apartment block, there would be no doubt the Rootes Group would be proclaiming this achievement from the rooftops for

some time to come.

Black could not resist the challenge. "I've booked Jabbeke. We've got it for the day. Earmark your diary for 20th May." Richardson politely protested that just one day would not be enough. What if it rained or there was a strong cross or headwind? It did no good.

As it turned out, 20th May 1953 was a warm and sunny early summer day. It was ideal. MVC 575 – unlike the Sunbeam Alpine, had received no special engine tuning work. In fact, Richardson recalled the engine power output on 575 was nominally below the 90bhp level – though of course, the car did look very different. Devoid of its windscreen and with a sheet metal cover over the passenger seat, it also had full rear wheel spats and a complete body undershield to minimise further drag by all means possible.



Ken Richardson in MVC 575 before Jabbeke speed run 5/23/53

He did two runs and at the completion of the second trip, his average speed for the two runs was calculated. It was 124.095mph.

In later years, Richardson would always pour scorn on the reports that he did the first of the two trips at over 100 mph with a disconnected high tension lead to one of the sparking plugs. Certainly, the car was running on three cylinders at the end of that first run but Richardson adamantly maintained the misfire started almost at its conclusion and the car's impetus carried it over the timing mark at the end of the measured mile. He stated – contrary to the widely held view to this day, that it would have been impossible to drive the car at 100mph on just three cylinders.

But the key point was this. A Triumph sports car, in standard perfor-

mance trim had broached the 120mph barrier. It was effectively as fast as the much more up-market Jaguar and from that point onwards, its pedigree was established. The TR2 was already proven to do more than 100mph and the sales literature would certainly leave a prospective customer in no doubt whatsoever on that point! The disaster of 20TS and the reputation it would surely have earned as a deathtrap on wheels in its original form, had metamorphosed into the true Triumph sports car that John Black and his design team had originally striven to create.

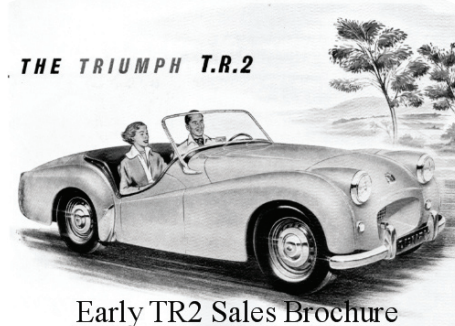
The TR was now ready to hit the ground running. At the next London Motor Show in October 1953, a very different and radically improved two seater sports car embellished the Standard-Triumph stand. They'd done it – and in all truth, in less than a year. The chassis had been completely redesigned, the engine was developing more power, the car had proved it was safe at more than 100mph – and the factory was tooled up and ready to go. That's going some! But it was only the beginning.

The Morgan Motor Company were quick to place orders for the TR2 engine as soon as it became available and in December 1953, the Swallow Coachbuilding Company announced their 'Doretti' sports car which, though using the twin carb Standard engine, had its own entirely different body and chassis.

Throughout 1954, the TR2 took part in many competition events both in the UK and abroad. In March of that year, J.C. Wallwork won the RAC International Rally and went on to repeat this success in September when he also won the London Rally. The 21st Mille Miglia (a thousand miles) in Italy saw 475 cars entered in total and a TR2 driven by Ken Richardson and Maurice Gatsonides finished 27th in the general classification. On the racetrack, Messrs Wadsworth and Dickson were fifth in their class as a private entry in the Le Mans 24 hour race in France. TR's again went on to win the team award at the International Tour-

ist Trophy Race at Dundrod in Northern Ireland.

It continued into 1955 – and with something of a surprise for everyone. As can be seen from above, the TR2 was quickly making a name for itself in competition – and using the old adage that competitive success can often increase sales, Standard looked at other possible opportunities. Frank Higham – Home Sales Director and John Warren – Export Sales Director, jointly asked Richardson if he thought he might be able to do something with the Standard Ten (Triumph 10) in an international event. In its conventional form, the dear old Ten was hardly a ball of fire and probably not one of the vehicles one might choose for a public debut. The fact that sales were some way short of expectations in the showrooms, did little to help its image. Richardson and his team applied their minds to the problem and the company entered some vehicles in the 1955 RAC Rally in the UK. Snowstorms and ice-bound roads for that year's event caused major headaches to the 240 crews taking part and a third of them retired. However, these climatic setbacks did nothing to stop the Standard Motor Company winning the team award. Jimmy Ray, driving one of Richardson's super-tuned Standard Ten's won the Rally outright, Harry Rumsey brought in a TR2 for second place – and Ken Richardson finished third in another Standard Ten.



Early TR2 Sales Brochure

Car sales for the dumpy little Standard Ten went through the roof in the months that followed and the TR continued to uphold its reputation from earlier successes!

There is no point in rehearsing the competition successes of the TR

sports car range, up to the demise of the TR4A. They have been more than fully documented by successive authors and the writer has nothing to add of any substance. Of course, over time, the car underwent continuous further development. The TR3 was the first popular British production sports car to feature front disc brakes as a standard fitting and this set a trend within Standard-Triumph in achieving a number of creditable 'firsts' in utilising emerging technology and product features to keep its products topical, fresh, ahead of the game – and in current parlance 'at the cutting edge.'

No doubt building on the TR2's sales and competition successes and the engine's capability for further tuning, power increased in two stages with the TR3. Early models produced 95bhp at 4800rpm with later versions adding another 5bhp at a further 200rpm up the scale.

The TR3 was not only a 100mph car, it was producing 100bhp as well. But it wasn't all sweetness and light. It never is.

The TR from a manufacturing standpoint, was no exception to the general rule of causing production headaches. The writer's own father, in his capacity as Standard's Quality Engineer, worked in close co-operation with Ken Richardson in resolving many production problems – especially with early examples of the TR3. There were problems relating to body mountings and a variety of permutations of silentbloc bushes between the body and chassis were tried in competition and proved to be successful. This was not proven on the longer term and enthusiastic owners who drove their cars with verve in some demanding road conditions, were to later prove that what Richardson had demonstrated as satisfactory in arduous rally conditions, were not running the full course in an expected vehicle life of some seven to ten years. There were many failures in cars of no more than two or three years old. There were many other difficulties generally associated with manufacturing quality. Many old hands from those times

will attest to a policy of not “how can we make it better without increasing the cost?” but “how much can we get away with by reducing the cost?” and this is a continually recurring theme in the copies of reports still in the author’s possession. While there is much to be said in favour of unit cost reduction, a point is soon reached where product quality and reliability can be compromised. It could be argued this philosophy was alive and well many years later when Stag cylinder heads began distorting through the use of an inferior alloy, ineffective water pump and a radiator that was too small.

On the sidescreen TR, there were many difficulties with differentials and rear axle drive shafts, precipitated in the main by Engineering specifying an alternative steel specification. This often resulted in stripped splines and gear teeth, caused by clutches ‘dropped’ at high engine rpm – and again, Richardson worked closely and willingly with his production, inspection and quality control colleagues to resolve the problems. My late father had many meetings with Ken on the subject of changed specification whereby proven engineering was altered to cut production costs. This made both their jobs difficult because cutting costs often affected mechanical integrity and therefore quality control. Vic Hammond has already stated his view that staff regarded Ken as the ‘father of the TR’ – and this view is entirely reflected by the few, now very old men, who worked with and for him – or knew him by association

In late 1957, we see the arrival of the TR3 ‘widemouth’ – popularly known as the TR3A. This was (almost) the end of the TR as recognised by the absolute purists. While power output remained at 100bhp, it was attained at a lower rpm. The most significant gain was in torque – up from 117lbs/ft at 3000rpm to 127lbs/ft

at the same speed. The compression ratio was also marginally reduced from 8.5:1 to 8.3. The world flocked in droves to buy it and the photographs of finished cars at the factory awaiting despatch and those on the docks at Liverpool, London and Southampton are legion. The love affair the world was having with the Triumph TR could not be denied.

In 1961, its successor, the TR4 – a product of the Michelotti design studio, saw this delightful sports car taking on an entirely new image – and a larger engine. The wet liner four was opened up to its maximum capacity of 2138cc, still producing its customary 100bhp but with a compression ratio at 9.0:1.

It was way different to its predecessor. The flowing lines of the sidescreen car had gone. The new car had wind up windows and forward hinging bonnet. Moreover, it looked stolid, a chunky brick of a car – like one of the lintels at Stonehenge, yet it had an undeniably macho appearance.



The TR4 was simply a no-nonsense, aggressive, British bulldog sort of car – and the public loved it! While many were loud in their praise of this new TR, there were others who did not share this confidence – and in the main, they were the US dealers. For them, the car was too radical. There was concern that the car would not be as successful as its forbear. There were claims the sales they had chalked up for several previous years looked as though they might go down the

tube overnight. Their customers (they said) wanted a TR they could recognise. They wanted a car that looked the same as the one that had driven Jabbeke at 124mph. Their customers wanted the howling gale that scythed into the back of your neck after an hour (or less) with the top down and sidescreens off. They wanted the rock hard rear suspension, that twitchy rear end.

Bottom line? They wanted a real TR – though, “sure, the offset lump in the middle of the hood was kinda cute.” And if they couldn’t have all that, then something pretty darned close would be okay – maybe. A compromise was reached – but not for very long.

The factory undertook to extend the production life of the sidescreen car for a little longer providing it had the TR4’s 2138cc engine but after that, “you’ll only be getting the TR4, whether you want it or not.”

This ‘extended life’ TR – made only for the North American market was still a widemouth TR3 – but probably because of its ‘uniqueness’ to the US market, it was tagged the TR3B. To those who found themselves building it, the car was little more than a confounded nuisance and an unnecessary ‘sop’ to dealers “who were taking a diabolical liberty in calling the shots of what the company would or would not make.”

As things turned out, the TR4 – sold in parallel with the ‘3B’ proved to be exceptionally popular and the US dealers worst fears were proven to be unjustified. The TR4 quickly ‘grew on you’ and demand continued unabated. After all, there were far more people who wanted a ragtop Triumph of any shape than those who didn’t – and the company was committed to meeting the majority need.

... to be concluded in April issue

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**THE 2005 TRA NATIONAL MEET**

It's Not Just for TR2's, 3's, and 4's Anymore!

For the first time ever, the TRA national meet is being held west of the Mississippi River, and this year, we will be awarding 1st, 2nd, and 3rd place awards for ALL classes in the Participants' Choice show, as well as the traditional concours show.

The 2005 annual TRA national meet will be held in scenic Branson, MO, on Thursday, June 23, through Saturday, June 25, 2005. If you've never attended a national TRA meet, this is your opportunity. And because of the approach of the participant's choice show, this is an event for ALL Triumph owners, from the TR2 to the TR8, Spits, Stags, or whatever year and model Triumph you may want to drive, trailer, or even push.

Branson, Missouri is not just a beautiful and scenic area with great roads for our Triumphs, but it offers virtually everything for the whole family: amusement and water parks, three outlet malls, world class golf courses, various museums, countless big star shows, and many other entertainment venues. To get a true idea of some of these attractions, spend some time at [www.branson.com](http://www.branson.com) on the web.

We're in the process of finalizing and verifying the schedule and calendar of events, but the preliminary agenda includes the following:

*The traditional TRA concours show for TR2's, TR3's, and TR4's*

*A complete participants' choice show for all Triumphs with 1st, 2nd, and 3rd place awards for all registered classes of competition*

*A paddlewheel riverboat ride, dinner, and show*

*A welcome cookout dinner and events evening*

*An awards banquet with great door prizes*

*A poker run and rally*

*An SCCA sanctioned and run autocross event*

*A winery drive and tour*

*Three different "on-your-own" area driving tours*

*The many shows, dining, attractions, and shopping of Branson, MO*

*The beautiful weather of Branson in late June*

We have a host hotel in Branson and have negotiated an unbelievable price of \$40 per night with them for all TRA attendees. We are also negotiating with a second hotel (across the street) if we run out of room in the first. The actual schedule, costs, and details will be provided soon, but it's time to start planning this event, so put it on your calendars for Thursday, June 23 through Saturday, June 25, 2005, or make it a full vacation, and come for the entire week.

We look forward to seeing many new faces and many new cars that will take advantage of this location and terrific schedule of events.



**Pack up your family TRuckster and head to Branson, Champaign and/or Palos**



The Hawthorn Suites' 199 beautifully appointed king and double bed suites with queen-sized sleeper sofas feature all the comforts of home. Standard in every suite are well-lit work areas with data ports and a refrigerator, microwave and coffeemaker with complimentary coffee, plus remote-controlled color TV with a super selection of cable and movie channels.

When making reservations, mention that you are with the "Champagne British Car Festival" to receive a reduced room rate of \$79 plus tax per night, which includes hot breakfast buffet.



Hawthorn Suites Champaign  
101 Trade Centre Drive  
Champaign IL 61820  
Phone: 217.398.3400  
Fax: 217.398.8147



Hawthorn Suites <http://www.webeventplanner.com/directory/hawthornsuiteschampaign>

Champagne British Car Festival <http://www.vvbcnc.org/cbcof/>

**Event Registration** (Please Print Legibly. Name Tags Will Be Provided)

Name: \_\_\_\_\_  
 Street Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: ( ) \_\_\_\_\_ E-Mail \_\_\_\_\_



Champagne British Car Festival  
May 27, 28, 29, 2005

Updates will be sent via E-Mail

Sorry, I can't be there. Please keep me on the mailing list!

**First Car Entry**

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Class \_\_\_\_\_ \$15.00 \$ \_\_\_\_\_

**Second Car Entry**

Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_ Class \_\_\_\_\_ \$ 5.00 \$ \_\_\_\_\_

**Optional Events**

- ▶ Friday Dinner at Famous Dave's. Pay at restaurant. Reservations are required.  
 For faster service, please indicate choice of entrée: \_\_\_\_\_ Moo \_\_\_\_\_ Oink \_\_\_\_\_ Cluck Cluck
- ▶ Saturday Hardy's Reindeer Ranch Dinner & Hoe Down Number attending \_\_\_\_\_ X \$35.00 ▶ \$  
 Limited seating available-reservations required-register early for this event.
- ※ Dawn Patrol-Please indicate interest in attending \_\_\_\_\_ No \_\_\_\_\_ Yes

**Regalia**

T-Shirts Adult \_\_\_\_\_ Medium \_\_\_\_\_ Large \_\_\_\_\_ XLarge \_\_\_\_\_ XXLarge (add \$2 each for XXL) X \$15.00 \$ \_\_\_\_\_  
 Sweatshirts Adult \_\_\_\_\_ Medium \_\_\_\_\_ Large \_\_\_\_\_ XLarge \_\_\_\_\_ XXLarge (add \$2 each for XXL) X \$20.00 \$ \_\_\_\_\_

Make cheques payable to: Champagne British Car Festival  
 c/o Dick Brown, Registrar  
 19378 Woodland Trail  
 Bloomington, IL 61704

**TOTAL PAID \$**  
 ▶ Indicates registration must be received by May 13th, 2005

**SHOE**



## Spitfire Restoration VII

### ENOUGH TO MAKE YOU SPIT

#### Full Restoration of a 1976 Spitfire 1500

Part 7B-C: *Paint Your Wagon*  
By: Joe “Stagmeister” Pawlak

This project is certainly well beyond what the photos in this installment represents. But in the effort of keeping things in order, these steps actually occurred last fall. The final topcoats of paint have been applied and had to be done before winter cooled thing down too much. In Part 7A, I talked about applying several coats of Carmine Red onto all of the sheet metal of the Spitfire.



The body tub represented the largest painted component and it was still on the “restoration cart” and had yet to be transferred to the frame. I wanted to get this stage done before any final coats were applied in case any “oops scratches” got added. A neighbor, Kathy, Sandy’s fiancé Bob and I lifted the tub off the cart and placed it onto the frame. The frame already had the engine and trans-



mission installed see Part 8, which has yet to be written. Remember that there was some extensive body repairs done. The biggest fear is that none of the mounting holes would align and the tub would not fit square. Fear not! Each and every mounting bolt matched their respective holes and the tub fit perfectly onto all the mounting pads. Was there any doubt?



Once the tub was secured, the Spitfire was starting to resemble a real car again. From here it went to the driveway where it would receive an additional blocking operation before the final paint. The tub was fully wet sanded with 400 grit which shocks many folks since it gets transformed from bright carmine red to a dull unsightly red.



Next step was to perform many, many wash-downs with paint prep to remove any grease, was and other contaminants during the blocking operation. The following step is the final application of 3 coats of paint. The last step in the painting operation will occur in the spring when the car gets wet sanded down one more time but this time with 1500 grit sandpaper. Why? Well it

comes down to how well the amateur car painter can keep dust levels down in their paint area. No matter what you do, you will always get some crud settling into the paint. Professional shops have filtered air, in a pressurized area with the added bonus of heat lamps to accelerate the cure process. I have yet to convince Kathy to allow for that type of facility to be installed at the Hampshire Quarterhorse and Triumph Farm.

The doors, boot and bonnet were all installed and will await the buffing stage when the weather warms up toward spring.



#### Project Totals

| Current Phase | Totals to Date |
|---------------|----------------|
| Hours:22      | 235 hours      |
| Costs: \$0    | \$ 2785.93     |



ENOUGH TO MAKE YOU SPIT

Full Restoration of a 1976 Spitfire  
1500

Part 8: Lump in Your Throat  
By: Joe "Stagmeister" Pawlak

Certain stages of a restoration gives the feeling that great strides are happening. When you get to finally install the "guts" of your car, this is one of those strides. The "lump" has made it back from the machine shop and depending on how much work you had done you are ready to get to some real fun wrench work.



The engine received some fairly standard work. The block was bored and faced, the head received new guides, valves and seats and even the flywheel was refaced. The motor did receive a new set of .020 pistons and required a new camshaft. As with all my rebuilds, all of the components are balanced. This includes the crankshaft, pistons, rods, flywheel and even the pressure plate! Sadly this block had the dubious honor of being the last Triumph motor ever machined by our friends from Woodstock.



While I do most of the final assembly of the motor, I will always have the machine shop perform the short block assembly. They are much more experienced at this and it's well worth the money. They know how to properly size and install the pistons, rods and bearings. For my part, I install the heads, do the cam timing and then all of the ancillaries. The result is a nice display on an engine stand if there nothing else you ever want to do. Use it to impress friends and neighbors as they think you are some master engine builder who is just a phone call away from getting summoned by Kendrick Motor Sports.



The transmission was fully rebuilt, however this was not the transmission this Spitfire came with. Instead, the motor will be coupled to a 4 speed with a J-Type overdrive. Yes, many who lust after this configuration may have to ask Sandy to give you a ride or show you the custom overdrive switch incorporated into an oak gearshift knob. She has been put on notice to not let any ISOA member spend more than 5 hours alone with her car since this is the approximate time it takes to swap out a transmission. The driveshaft had to be shortened and balanced. This work was done at Remke's in Marengo for \$115, a real bargain! Not the first driveshaft they have done for me and certainly not the last.

The time finally comes when the motor is pulled from it's engine stand and coupled to the transmission. The flywheel and clutch assembly and are bolted in, then transmission attached to the block. A friend from

Detroit who was on hand to help with the install was laughing at my clutch alignment tool. I this made 30 years ago and consists of a wooden dowel with electrical tape wrapped around it. Add or subtract tape so that it fits the inside diameter of the clutch plate. The dowel fits into the pilot bushing of the flywheel and the tape aligns the plate. He mentioned that it would never work and was laughing until the transmission met the block with the nice sound of metal on metal. He did buy me lunch after that.



The motor/transmission are now one with each other again. Hoisted a few feet, the frame was slid in place. All of the mounts were attached, yet the frame had to be drilled to accommodate the new overdrive mount.



Project Totals

| Current Phase    | Totals to Date |
|------------------|----------------|
| Hours: 18        | 252 hours      |
| Costs*:\$1648.70 | \$4434.63      |

\* Machine shop labor, parts for engine rebuild

THE FOLLOWING ARTICLE, BY BLAKE DISCHER, IS REPRINTED WITH PERMISSION FROM THE OCTOBER 2004 DETROIT TRIUMPH SPORTSCAR CLUB NEWSLETTER

## TRIUMPH LISTSERVE EXCELLENT FOR INFO AND ENCOURAGEMENT

*A*n outstanding resource available to all of us British car nuts is one that's completely free. I'm speaking of the Auto-X or Team Net listserves operated by Mark Bradakis. Think of a listserve as a sort of mailing list subscription. You go to: <http://www.team.net> on the internet to subscribe to the "lists" that relate to the topic you are interested in. There are lists for Triumphs, MGs, Morgans, and many more, even Rileys! You simply address an email message to the list, Mark's computer automatically forwards it to anyone else who subscribes to that list, and usually within a couple of hours, you'll have an answer, usually several.

People ask technical questions about the operation and repair of their cars, restoration questions, just about anything related to British cars. If you haven't subscribed, give it a try to see what you've been missing. An example exchange from the Spitfire list follows.

—Written by Blake J. Discher

*The original message from an obviously frustrated Spit owner:*

I don't want to be a crybaby, but what will I have when I complete my project? I figured a com-

plete dismantle and rebuild would result in a brand new Spitfire. If someone had a brand new Spitfire for sale, I would like to drive it. I think I have spent enough to have bought a brand new Spitfire, but I have a pile of parts and two rusted out frames.

If I get this Spitfire running before I die of old age, will I be able to merge onto I-240 from I-40 without getting squashed? Will I be able to outrun anyone that says nice car, wanta race? I don't want a historical monument. I want a sharp looking car that runs as well as it looks.

I am more discouraged today than I have ever been.

*And one of the replies from someone who speaks from experience:*

In my personal opinion, you'll never make a brand new Spitfire out of an old car. That way of thinking doesn't fly with me.

What you'll end up with, after hundreds of hours of work and many trials and tribulations, is a fun little classic that, hopefully, someday, will increase in value and should be treasured and appreciated for what it is.

No matter what you do to this car, you'll never be able to catch up with the neighbour's mini van, you'll never be able to out-run a rice rocket. That is not the point in

owning a Spit. In the end, you'll be driving something special that is a lot of fun and makes up for the lack of luxuries and power of modern cars in many other ways.

Getting the body into good shape is a challenge for most people and some people may have to resort to the help of a body shop, which is a costly option. But, most of the restoration is just a matter of very hard work and determination. So far, on the restoration of our GT6, we've put over 800 hours into body work and restoring components alone. The car is in the process of being painted, and we're celebrating half-way point. Rebuilding the motor and assembling components will now be EASY work.

By the time we're finished, we'll probably total 1,500 hours of work. We're counting, just for the fun of it. Have we regretted all this time in the garage? Not one second of it. It's a labour of love for the car.

So, it's all a matter of how one looks at this. It can be a beloved hobby or a dreaded job. If it's a job, it's just added stress that one doesn't need.

I really hope you'll not give up on the work because, in the end, it's worth it. Don't get discouraged,; just take it one job, one component at a time.

Good luck!







Dear Editor:

I just wanted to drop you a note to share the latest my most foolish project/plan to date.

I was reviewing my options to lose holiday pounds, either by giving up exercise (muscle weighs more than fat, I am told), or by buying larger pants, when I had a moment of elucidation: Eureka!! [ed. note. Why do I think alcohol was involved in this epiphany?]

To make a fast sports car, stop trying to hot-rod tractor-powered cars; put a light engine into an even lighter car!! This led to the Locost 11. The frame and fiberglass showed up on e-bay, and I got my hands on a second-hand all-aluminum Ford/Cosworth Duratec 2.3L engine which weighs all of 200#, with 200HP. The goal weight for the completed car is 1300.

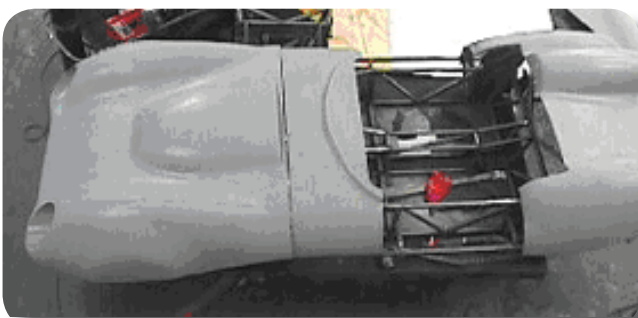
By way of comparison:

**Weight to Power Comparison**

|  | <b><u>Pounds</u></b> | <b><u>HP</u></b> | <b><u>#/hp</u></b> |
|--|----------------------|------------------|--------------------|
| Lotus Elise  | 1970                 | 190              | 10.37              |
| Subaru WRX Sti   | 3025                 | 300              | 10.08              |
| Porsche 911 Turbo  | 3390                 | 415              | 8.17               |
| Chevrolet Corvette   | 3180                 | 400              | 7.95               |
| Porsche 911 Turbo S  | 3390                 | 444              | 7.64               |
| Ferrari 360 Stradale   | 2820                 | 420              | 6.71               |
| Dodge Viper  | 3450                 | 520              | 6.63               |
| Lotus XI with Duratec/Cosworth 2.3L                          | 1300                 | 200              | 6.50               |
| Mercedes SLR McLaren   | 3728                 | 617              | 6.04               |
| Kawasaki ZX-10   | 575                  | 137              | 4.20               |
| <i>LOTUS XI WITH HOT-RODDED DURATEC/COSWORTH? (BAD IDEA)</i> | <i>1200</i>          | <i>286</i>       | <i>4.20</i>        |

Attached are some pictures of the frame as it exists today, along with a picture of how it should look when it is complete. Of course, I will need to stretch the passenger compartment a bit! Happy Motoring!

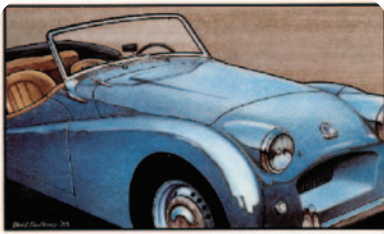
Silo



ISOA NEW ARRIVALS.

Congratulations and thanks to Mark & Lori Ann on their recent blessed event.

Have you had a recent “addition” to your Triumph family? Drop us a line and/or picture. We’ll be happy to include your bundle of joy in the newsletter to share it with the rest of the club.



Illustrated  
**TRIUMPH**  
BUYER'S  
GUIDE™

Richard Newton

BY RICHARD NEWTON, PUBLISHED BY MOTORBOOKS INTERNATIONAL, 1984, 176 pp, 175 B & W ILLUSTRATIONS, SOFTBOUND. \$16.75.

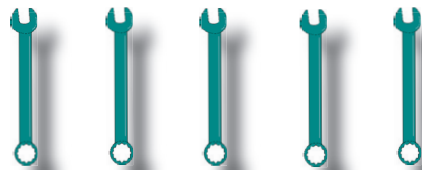
If memory serves correctly, and it seldom does anymore, this was the first Triumph book I ever bought, and it could very well have been the most intelligent [Triumph] decision I ever made [or probably more likely the luckiest]. There is more valuable information to a newbie between this book's covers than any other single volume, including the factory shop manuals. The introduction contains as much good information as a lengthy discussion with Irv Korey and Bob Erickson, although not nearly as much humor [or profanity – you can be the judge of whether that's a good thing]. Seriously, the author provides the reader with practical advice about acquiring a Triumph. A good case in point is this discussion of restoring an MG versus a Triumph for a beginner: "A good feature of many Triumph body parts is that they are reasonably sized. For example, compare the fender of a TR3 with the same unit from an MGA. . . . The TR4 through TR6 are easier . . . to work on than their contemporary and rival, the MGB, which had unit construction and was especially [and also] prone to rust. . . . For ease of restoration, there's nothing like a car with a separate body and chassis." He also includes additional advice on the strengths and weakness of the most pop-

ular Triumphs in North America and advises readers to affiliate with a Triumph car club.

Following the introduction, there are 22 chapters, ranging from Prewar [and therefore extremely rare in the U.S.] to Stag. He also includes a discussion of factory racing, here and abroad, and one he titles "Miscellaneous Oddities and Late Model Sedans." In addition, there are sections on the Triumph Numbering System, Triumph car clubs, Sources for Parts and Service and other recommended books.

Each chapter is liberally illustrated with factory photos of the car featured along with the pros and cons of that particular Triumph. He provides a star system of projected value, with five stars for the models he anticipates will have the greatest investment potential, if such a term is ever relevant to car purchases. There is also a chart containing the vital statistics on each car at the end of its respective chapter.

All things considered, for the North American prospective Triumph buyer would be extremely hard pressed to find a better book with which to start his TR library. [Some Wedge owners may feel that the author is not as kind to TR7s as the other models.] Even though the book was written twenty years ago [A second edition was published in 1994 and is available at Amazon.com], it has more than withstood the test of time. On the literary Sudsometer, we give this one five spanners.



**Spinal Tappets**



Pictured above L - R: Mike "Nigel" Konopka, David "St Hubbins" Kayson, Peter "Maestro" Conover, Jim "Screamer". Aldridge. Not Pictured Dan "Wrongway" Swanson.

If you haven't yet made your reservations for the VTR convention this summer, you just might want to book your room now while space is still available. Once word of the ISOA house band's scheduled concert gets out to the general public, a sellout at the Clock Tower is all but certain. Your humble and obedient scribe [and the band's manager] had the opportunity to sit in on one of the group's rehearsals recently. [Actually, it was two AM and no one else would out go to find mandolin picks. It's not all sex, drugs and rock and roll when you are a manager.] We must confess that despite the passage of time, the band is still just as loud, if not louder, than ever.

Spinal Tappets will be playing an eclectic mix of classic rock and roll standards, mixed in with some "original" material composed exclusively for the VTR audience. I guarantee that you won't want to miss attending this performance. You can see and hear the band at the welcome reception on Tuesday, July 26th. Unconfirmed sources also tell your humble and obedient scribe that a special encore performance is possible at the convention, but details are sketchy as yet

**URGENT ILLINOIS LEGISLATIVE ALERT!!**

The Specialty Equipment and Market Association (SEMA) sent the Hagerty Protection Network the following ILLINOIS Legislative Alert recently to share with our customers and agents. If you have any questions regarding this alert, please call or email Sydney McManus, Hagerty Protection Network Legislative Director at 800-922-4050, x8787 / smcmanus@hagerty.com or Steve McDonald, SEMA Vice President of Governmental Affairs at stevem@sema.org.

Illinois Reintroduces Bill to Further Restrict Inoperable Collector Vehicles A bill (H.B. 25) has been reintroduced in Illinois by State Representative Dan Brady (dan@rep-danbrady.com) that would further restrict the ability of Illinois vehicle hobbyists from maintaining inoperable vehicles on private property. The bill removes historic vehicles over 25-years of age from a list of vehicles exempt from county inoperable vehicle ordinances if they are not kept within a building. Under current law, a county board may declare all inoperable vehicles a nuisance and order their disposal. This bill, if enacted, would subject your ungaraged historic hobby cars to disposal and possible fines. Please contact your state legislators immediately to express opposition to H.B. 25

- H.B. 25 would give local authorities an inordinate amount of power in determining the disposition of historic project cars.

- H.B. 25 would make it virtually impossible for Illinois hobbyists to maintain inoperable collector vehicles on private property.

- H.B. 25 demonstrates a lack of understanding of the vehicle hobby and the rights of hobbyists.

Contact your state legislators in Springfield immediately by phone, fax

or e-mail in opposition to H.B. 25. Bill sponsor Rep. Dan Brady can be reached at dan@rep-danbrady.com.

This bill unfairly tramples on the rights of vehicle enthusiasts and collectors in Illinois. If you need assistance in determining who your legislators are and their contact information, please contact the Illinois Legislature's General Information Line at 217/782-2000. This information may also be found on the Hagerty Protection Network website, "Advocacy Avenue" section at [http://www.hagerty.com/news\\_advocacy.asp?z=contact](http://www.hagerty.com/news_advocacy.asp?z=contact) or by emailing or calling Sydney McManus, Hagerty Protection Network Legislative Director, at smcmanus@hagerty.com or 800-922-4050, x8787. Please e-mail a copy of your letters to us at smcmanus@hagerty.com or fax: 231-932-6887.

Thank you for your commitment to the long term future of collector cars and the hobby.

Sincerely,  
McKeel Hagerty  
Hagerty Protection Network

The preceding notice was provided courtesy of ISOA chief political correspondent and estrogenal contributing editor Gloria "Queenie" Cappetto. (Phil Fox will be circulating a petition at the March general meeting.)



**OUTER DRIVE HEROES DRIVERS CLUB 50TH HEROES HECTIC HOLIDAY HANGOVER HASSLE, JAN 1 2005 RALLY.**

*Text and graphics courtesy of Senior Events Correspondent Jack "Spuds" Billimack*



ISOAers in attendance were Bill & Kim Jensen, Peter & Christi Conover, and Barb & Jack Billimack. The rally started at Adler Planetarium parking lot and ended at Lou Malnati's on North Wells Street. It was about three hours long.

The rally was a "point-to-point" in which participant's plotted their own route and answered questions by observing things at locations from Joliet to Evanston. The participants with the most points won. However, the real goal was to come in second, not first, since the winner has to put on the next year's rally.

We observed lots of off-the-beaten-path neighborhoods including River North, near West Side, Lower Wacker Drive, etc. This year's theme was The Blues Brothers and many of the "trivia questions" could be answered by folks familiar with the movie. All participants received a hat and sun glasses. Any kind of cheating was allowed/encouraged, such as use of cell phones to call "life lines" to get answers, so you didn't actually have to drive to all the locations.

None of us won trophies for the rally, but Kim won the coveted "Hero of the Year" award for participating for several years.

We had a great time and all of us in attendance feel we will try to attend next year.

THE CLASSIC MOTORSPORTS  
MITTY IS BACK FOR 2005



Following the tradition, the Mitty will again be held at Road Atlanta April 29 - May 1, 2005. This year's event will feature more exciting activities, more clubs and, best of all, more cool cars. Once again, The Mitty activities are using an exciting weekend of HSR vintage racing as a backdrop. A Moss Motors MG/Triumph Challenge is the featured race of the weekend.

The event kicks off with an MG/Triumph party and other activities on Friday. On Saturday spectators will have the opportunity to autocross a new Kumho Tires MINI Cooper. In addition to the MINIs, there will be a silent auction, followed by a real auction, and evening concours auto show and party. Sunday will feature another great opportunity for spectators to drive a brand new Lotus Elise on our autocross course.

World renowned car expert, racing legend and author Kas Kastner will be at the Mitty. Kas will be giving a seminar and answering questions in the Classic Motorsports tent. In addition to Kas, a number of experts will be presenting tech seminars throughout the weekend. MGA racing legend Kent Prather, the nation's foremost MG tuner



John Twist, and British car restoration and tuning expert Carl Heideman will be found in the Classic Motorsports tent offering tips and advice.

This year's event is also featuring a number of dedicated car club corrals for various car clubs visiting from across the country. Car club corral members will also have the chance to take parade laps on the famous Road Atlanta circuit.

Vendor booths of some of the leading racing and vintage car product makers will line vendor's row and we will have a number of Classic Motorsports and Grassroots Motorsports's project cars on display.

Two of the five IMSA winning Lotus X180 race cars ever built will also be on hand for the event. Driven by Doc Bundy, the cars won the 1992 IMSA Championship. The primary car is scheduled to race, while the sister car will be parked center stage in the Lotus corral.

The Mitty is presented by Classic Motorsports, HSR, Kumho Tires, Moss Motors, Friends of Triumph, MG Vintage Racers, Road Atlanta, British Motor Trade Association and The Tire Rack.

Tim Suddard, Publisher, Grassroots Motorsports/Classic Motorsports  
www.GrassrootsMotorsports.com  
www.ClassicMotorsports.net  
Phone (386) 673-4148  
Fax (386) 673-6040

*[Thanks to Editor emeritus and senior racing correspondent, Irv "Elwood" Korey for this information]*



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,

ISOA MONTHLY MEETING NOTES  
JANUARY 2ND 2005

A contingent of nearly half a hundred soggy, yet hearty, Triumph devotees braved the elements on Sunday, February 13th to attend the monthly general meeting of the Illinois Sports Owners Association at Mack's Golden Pheasant

President Joe "Stagmesiter" Pawlak called the meeting to order shortly after 7:00 PM and began the proceedings by introducing the board members and officers in a attendance, He also welcomed ISOA first timers Doug and Debbie Larson of Joliet who own a 1972 TR6.

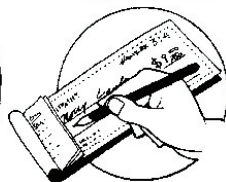
Joe then provided the attendees with an update of the convention proceedings and announced that the web page was up and running and that we already had thirteen cars registered, four of which were Stags, much to the chagrin of the TR3 owners who have a standing wager that the 3's will outnumber the Stags at the convention. Joe then reminded all members that everyone's participation was necessary in order for us to make the VTR National convention in Rockford this summer a success.

Jack "Spuds" Billimack gave a presentation on events, past, present, and future. Jack spoke of the success of the recently held hub clinic at Pyle's [see article on page 2 for more details.] Billy "Whizmo" Pyle added that nine hubs were separated without any damage to any of them, a club record! Jack also mentioned the January "Big Bash" and Joe presented a plaque, not necessarily deserved, but very much appreciated, to your humble and obedient scribe for attempting to edit the snooze letter. The yet to be held events that Jack encouraged all members to attend included the Bowling extravaganza, [see article page 1], the British Car Swap Meet at DuPage County Fairgrounds on February 27, the transmission rebuild clinic to take place in March 12 at Pyle's, The annual ChiliFest/Movie Night hosted this year by the Buja's [Word has it that Spinal Tap will be the feature film], the spring tune-up

clinic/British Car gatherings at LaFox Imports and United Motor Classic, the Champaign Car Show. [Gloria Cappetto stated that rooms were going fast and that anyone planning to go should book soon],. Jack also mentioned the annual spring campout at Blackhawk coming in June. He further mentioned that the Wisconsin British Car Filed Day is also the same weekend

Following a short break to accommodate the nicotine devotees and to provide for any biological concerns, the festivities resumed with the monthly nominations for the peter M. Roberts and Boomer awards to respectively recognize positive and negative Triumph Achievements In a rare occurrence, there were only singular nominees in both categories, thus making the voting rather simplistic. The Boomer remained in the custody of Peter "Maestro" Connvoer" for not returning said accolade from the previous month. [In his defense, it should be noted that he was out of town on business, or so he claimed]. The Peter M. Roberts went to Bob Crowley for his assistance in the measurement clinic at Hurst's . Ed Krakowiak mentioned that a Pitfire sold for over \$15,000.00 at the Barrent-Jackson auction televised on Speed Channel The meeting adjourned around 8:45.

With apologies for any errors or omissions, your humble and obedient scribe-  
*Suds*



**DUES NEED TO BE PAID  
BY MARCH 1ST!!**

2005 ISOA OFFICERS

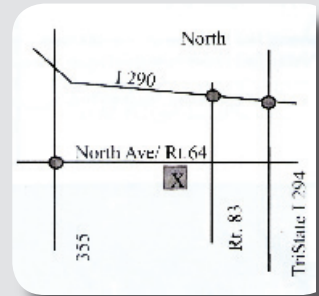
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trstreep@earthlink.com
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- Membership/ Webmaster** Tim "Tool Man" Buja  
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buja@insightbb.com
- Motorsports/ Curmudgeon** Irv "Elwood" Korey  
847/831-2809  
emanteno@attglobal.net
- Meeting Stuff** Pete "Peetso" Eckstein  
peetso@aol.com
- Tech Editor** Erik "Iceman" Quackenbush  
847/482-1673  
erik@midwestfilter.com



**Why the ISOA Board  
meets on 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 TRIUMPH BS with your fellow enthusiasts.



**Birthday Braaapp**

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

|                      |                       |
|----------------------|-----------------------|
| Wally O'Brien 03/02  | Phil Riviera 03/20    |
| George Grumbos 03/03 | Jay Holekamp 03/23    |
| Diane Rafferty 03/03 | Tom Tokarczyk 03/23   |
| Jeff Clausen 03/04   | Mike Sedlak 03/24     |
| Mary Kurtzner 03/07  | Gary Freigo 03/26     |
| Pat Neis 03/10       | Mel Merzon 03/27      |
| Dave Kayson 03/12    | Joe Pawlak 03/27      |
| Wayne Seyller 03/14  | Bobby Zambreno 03/28  |
| Bob Werkema 03/15    | Thomas Cantwell 03/28 |
| Dave Kanzler 03/19   | Tim Smith 03/30       |
| Hank Bogdala 03/19   | Carl Geiger 03/30     |



Hearty ISOA Congratulations to Dan and Kathy Swanson on the birth of their daughter, Kadee Elyse, on Wed. Feb. 9 at 6:51 am. She weighed 7 lbs. 6 oz. and was 20-3/4" long. At press time, mother and daughter were doing fine, but there was no word on Dan's condition. Hopefully, he wasn't lost.

**Editor's Note** This month's 24 page newsletter would not have been possible without the help of ISOA members Jack Billimack, Irv Korey, Gloria Capetto, Mark Fischer, Jeff Rust, Phil Fox, and Joe Pawlak - all of whom submitted excellent stories and graphics for your enjoyment. My personal thanks to each of you for your assistance in making Snicc Braaapp so informative and entertaining. Suds

Membership Counts  
151 current memberships  
216 current members

**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:** 1971 TR-6 and 1967 Triumph 2000. These are Texas and Calif. cars respectively. Phone 817-431-9205. for additional details. Joe McCabe. AlfaJCar@aol.com

**For Rent:** Indoor storage; heated, alarmed, and under 24 hour surveillance. Vehicles on site fully insured. The cost for club members is \$80.00 per month, includes storage prep and spring tuneup. Paul Watts at 630-669-1582.

**For Sale:** Rough but compete 76 TR6 with overdrive \$500 Nice rolling frame completely redone and coated with Imeron \$1000 call Bob 815-398-3044; cell 815-218-1260

**For Sale:** 10 X 20 Freestanding canopy. Red & White, no rips, tears or stains. Includes all 1" conduit steel framing. \$25. Used Spitfire/GT6 parts: One 1500 bare block \$20. One 1147 (??) bare block # \$20. One hood for Mk4/1500. \$20. Used windshields for Mk4/1500 \$5 each. Three rail gearbox \$20. GT 6 Mk3 Hatch with heating wires \$10. 2 Rear springs for Mk4 /1500 \$5 each. Kim Casper 262-878-2337 or kimcasper@wi.rr.com

**For Sale:** 1970 Spitfire MK IV Die-Cast 1:18 Sun Star model. Black w/tan interior. New in the box \$20.00. Bob Streep 630/372-7565; trstreep@earthlink.com

**2005 VTR National Convention - Rockford, Illinois**

# A Time for Triumphs

**July 26 - 30, 2005**



We will celebrate the 35th year of the Stag and the 50th year of the TR3.



**Welcome Reception**

**Autocross**

**TSD and Fun Rallye**

**Special Evening Event**

**Technical Sessions**

**Breakfast Drive**

**Parts Vendors**

**Auction**

**Photo/Model/Craft Contest**

**Local Tours**

**Awards Banquet**

**A Midwest FUN-Khana**

**... and much more!**



VTR 2005 Convention Information

Website: [vtr2005.org](http://vtr2005.org)  
email: [buja@insightbb.com](mailto:buja@insightbb.com)

(815) 332-3119 before 10pm CT  
Ann or Tim Buja  
1173 Butler Road  
Rockford, IL 61108-4702

The 2005 Vintage Triumph Register (VTR) National Convention, will be hosted by the Illinois Sports Owners Association (ISOA). ISOA is focused on providing good spirited competition and fulfilled events for all participants. This will be ISOA's 5<sup>th</sup> time at hosting the VTR National Convention. We encourage all Triumph enthusiasts to bring a car - no matter what its condition.

## 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](mailto:editor@snic-braaapp.org)

## ONLINE ROSTER ACCESS INFO

MARCH 2005



*The Rear View Mirror - TRX Prototype*

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