



# SNIC BRAAAP

December 2005

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"Git 'er Done!" Publications, A division 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*

## CHARGING CLINIC

*Text and Photos by Bob "Suds" Streepy*

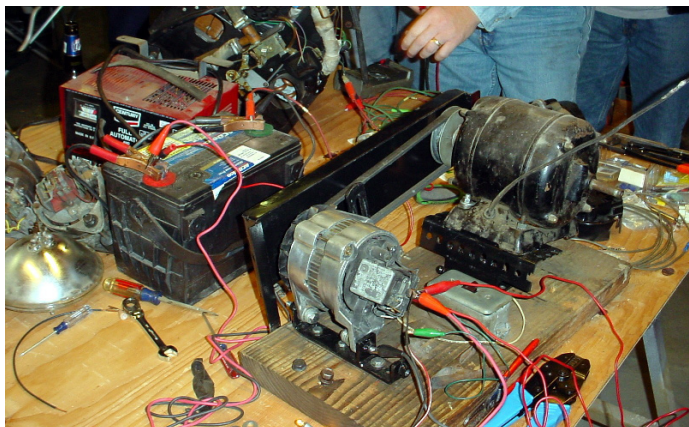
On a Saturday that seemed more like mid September than mid November, a dozen or so assorted ISOAers, doing their best impersonation of the brothers of Possum Lodge from Red Greene fame, gathered in Wood Dale at the home of Mike and Diane Mueller for the concluding 2005 club "how to" clinic. The year's technical finale focused Triumph charging systems. [When she first heard the title of the clinic, Barb Billimack refused to allow Jack to attend. She felt he had already charged enough Triumph parts, but when it was explained to her that the topic had to do with alternators and generators, not MasterCard and Visa, she gave her blessing]

After coffee and donuts, club members mingled around a display fabricated by Mike Mueller that featured several TR6 alternators, in varying states of functional capability. Tim "Toolman" Buja delivered a running commentary on things to look for in terms of diagnosing various and sundry likely malfunctions that could, and undoubtedly have, caused Lucas electrical apparatus to earn their dubious status. Tim demonstrated how to change brushes and what to look for should anyone suspect that their alternator was not working properly. He also offered up tips of dos and don'ts while carrying out an examination of



an alternator. The discussion also included a wide assortment of related subjects that Tim addressed as those in attendance posed questions on many related topics.

While the boys hung out in Mike's exceptionally well-equipped garage, Diane prepared a delicious lunch of home made beef stew that certainly prevented anyone from leaving on an empty stomach. The clinic ended up in mid afternoon and provided an illuminating experience that all of those in attendance got a really big charge out of.



### Inside December Snic Braaapp

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Holiday Triumph Prose & Poetry  
Lots of Other Stuff*



## Toys for Tots Fun Run

Toys for Tots  
by Diane "Stinger" Mueller



With the thermometer pegged at a brisk 47 degrees, and bundled in my winter coat, and gloves due to Mike's reluctance to raise the roof, away Toofus and I went to the 4th annual "Toys for Tots", classic car cruise.



We headed out early on Sunday, October 16, [6:15am to be exact] and headed north to Mundelein, the resident community of the Shedors to join Dave [the Snake] and Joan. With our TR8, as well as Dave and Joan's TR6, both loaded with toys, we drove to Spring Grove, to have breakfast at the Modra's. [Some of you know Dave



and Betty from other car shows. They have a 1963 Chevrolet Corvette Grand Sport that has been featured in several publications.] Hot coffee, scones, and a little libation proved to be a delicious

way to thaw out and start the day.

There were three locations to begin the "Toys for Tots" cruise. The northern point was "Main Street Custard and Coffee" at Routes 173 and 83 in Antioch. Centrally located drivers could meet at "Mr. Beef and Pizza", 1796 S. Elmhurst Road in Mt. Prospect and southerners convened Carlucci's, 1801 Butterfield Road in Downers Grove.

The "Toys for Tots" classic car cruise is sponsored by the Chi Town Rodders. Thanks to them, this event has become the grand charitable event it is today.

Our three cars left the Modra's a little before 9:00 am on

our way to the rendezvous point in Antioch. There were at least 200 classic cars at that location alone. Thanks to the local police departments, the intersections were blocked off and we had a nice trip through



and Marines were on hand to accept the unwrapped toys. In return, we received a \$2.00 off coupon to visit the auto museum, magnets, pencils and more.

Volo has five shopping malls [three antique malls, one merchandise mall, and one craft mall]. There was a food court and even a live rock and roll



band to provide entertainment. The nine of us finished the day with a late lunch at "Bobby's Restaurant" down the street.

Its really nice to imagine the happy faces of all the children that will benefit from this day

[Ed note: And yours too from enjoyable day Triumphant—a win/win proposition to be sure!]



the northern suburbs on our way to the Volo Auto Museum.

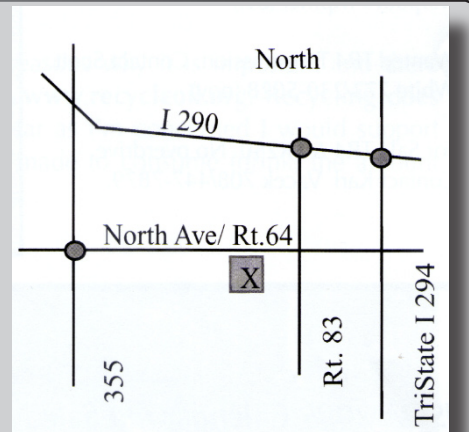
The cars from the three starting locations all merged at the museum. About 400 hundred cars were on display



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.



## ISOA Upcoming Events

Month	Date	Day	Time	Event
Jan.	1st	Sun	10:30	Outer Drive Hero's Run-Leave from Adler Planetarium Parking Lot call Bill Jensen 815/729-9731 for further info.
	8*	Sun.	7:00 PM	General Membership Meeting [Board 4:30] Mack's Golden Pheasant
	21	Sat		Big Bash - see page 13 for details
Feb.	12*	Sun	7:00 PM	General Membership Meeting [Board 4:30]
	26	Sun.	8:00 AM	British Car Swap Meet, DuPage County Fairgrounds, Wheaton
Mar.	5	Sun	7:00 PM	General Membership Meeting [Board 4:30]
Apr.	1	Sun	7:00 PM	General Membership Meeting [Board 4:30]
	31	Sat.		House on the Rock Tour
May	7th	Sun	7:00 PM	General Membership Meeting [Board 4:30]
June	4th	Sun	7:00 PM	General Membership Meeting [Board 4:30]
July	2nd	Sun	7:00 PM	General Membership Meeting [Board 4:30]
	19-23			VTR Convention, Irving Texas - ph. Jim Thompson 214/675-9311

**\*Not the first Sunday**

SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. All photos and disks will be returned upon request. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the authors and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. The pictures, descriptions, and accounts in this newsletter may not be reproduced or reprinted without the expressed written consent of major league baseball. Decisions of the editor are final, maybe.

**Bob Streepy 850 Kent Circle Barlett, IL 60103 email: [trstreepy@sbcglobal.net](mailto:trstreepy@sbcglobal.net)**



A LITTLE BS FROM BS



NEWS & VIEWS FROM THE BUSTED KNUCKLE GARAGE



It's hard to believe that it's been a year since the Stagmeister handed over the keys to executive washroom here at

SNIC BRAAAP Towers and uttered the fateful words that I had been dreading, "Its all yours now." After an all too brief apprenticeship, during which I generated far more questions than answers when it came to the intricacies of desktop publishing, I was about to metamorphose from copyboy/newsletter go-fer to supreme, exalted ink-stained wretch/wordsmith for the most prestigious publication known throughout Triumphdom: SNIC BRAAAP. It was if Perry White had turned the Daily Planet over to Jimmy Olsen. Twelve and half issues later, formal impeachment proceedings have not yet been authorized, [to the best of my knowledge] and so I guess we'll stick at it for another year or so.

I recall reading a column by Rick Dentino, who published the newsletter for its first ten years, and who once wrote that it became almost a surrogate child to him in terms of demanding time, exasperating him and also occasionally providing him with a sense of accomplishment and pride. I'm starting

to comprehend what he meant.

Over the last year, we have put out over 300 pages of mostly drivel, interspersed with a couple of things that may have been mildly amusing or informative. During our convalescence from minor surgery, the newsletter was our therapy of sorts, and acquiring some rudimentary familiarity with the layout software, became an ongoing challenge, as well as a means of passing the time.

To say the least, I have since added a whole new alphabet soup of anacronyms to my lexicon, [PDF, FTP, URL, and countless more], which, for a child of the previous century, has forced me to figuratively enter the new millennium, while still kicking and scratching, in a futile attempt to hang on to familiar but antiquated technology, [not unlike maintaining positive earth on my TR3].

In addition, it has also been a sounding board for your humble and obedient scribe by allowing him the occasional rant.

While SNIC BRAAAP is a far cry from the slick professional publications that contain Triumph related information, [e.g. Triumph World, Classic Motorsports, or Special and Exotic Cars,] it stands up reasonably well in comparison to most club newsletters. This was apparently not lost on Mike Cook, the VTR Magazine editor, who included us among the recipients for an award for editing, again. While I was privileged to accept it, I was, in truth, only a symbol of the entire ISOA family, who contributed to the publication.

Cook has frequently referred to the newsletter as the glue that holds a club together and I heartily concur. This newsletter is a team effort as evidenced

by the fact that more than twenty members contributed articles over the last year, not to mention at least twice as many who sent in photos for publication. My sincere thanks to everyone who contributed articles and/or graphics in 2005, and to Joe and AJ for all of their help as I fumbled through this first year. We'll try to better in 2006, but don't count on it

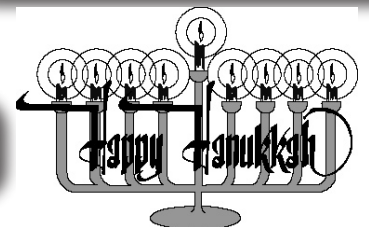
With a new fiscal year starting here at SNIC BRAAAP Towers, we'd like to remind all of the members of ISOA that your newsletter needs everyone to pitch in. Call, write, or e-mail us to let us know what new Triumphs you have acquired or what new projects you have taken on. If you come across a book, a magazine article, or DVD that has something in it that you think the club might enjoy, let us know. If you have discovered a Triumph related web site [Triumph lingerie doesn't count] that might be helpful or interesting to the membership, let us know. If you have graphics, either images that you have taken or ones that you have come across, in old magazines or books, share them with the rest of the club by forwarding them to me.

If everyone in the club contributes just one article [no recipes please] or photo, we'll be able to continue to provide you with more of that glue, maybe even superglue, that Mike Cook was referring to.

Suds



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To commemorate the TRIUMPH of the Chicago White Sox in the 2005 World Series, we had originally planned a 48 page, full color, special edition of Snic Braaapp. Unfortunately, budgetary constraints imposed by the board has limited our ability to follow through on such a plan. Also, in the interest of fair and impartial reporting, a SNIC BRAAAP hallmark dating back to the days of the Manteno Bros., we have decided to wait until 2006 when we can give equal coverage to both this year's Sox and next year's World Champion Chicago Cubs. For now, then, we can only offer our hearty congratulations to Irv Korey and the other two Sox Fans on the Soxness in the fall classic Yea, Rah Sox!



GARAGE TALK  
DECEMBER 2005



**D**o you think that weird or unlucky things only happen to your Triumphs, you may need to alter those thoughts? I

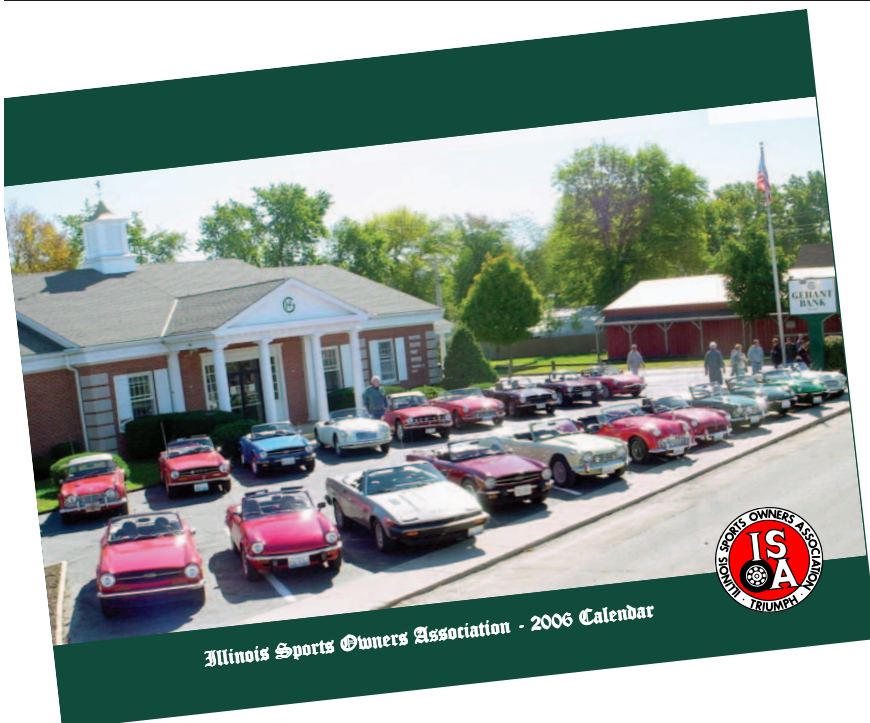
keep pretty good track of gas mileage and follow a meticulous maintenance schedule on all the vehicles at the Quarterhorse and Triumph farm here in Hampshire. This contributes to some excellent reliability on the staff (Kathy & me) Hondas and what I consider above average performance with the Triumph fleet. I had to attend a customer meeting in Iowa and after several flight cancellations had to take the Honda to Des Moines. The mileage dropped to over 100 miles less per tank on the way out. This was Tuesday night where I had a good 40 mph headwind the entire 5 plus hour drive out there. Ok the wind was definitely a factor or was it. I filled up

for the return trip which had zero wind (so much for getting a boost on the way back) and the mileage still stunk. I was due for an oil change plus a new air filter and I figured I'd pull the plugs as well to see if anything was amiss (pun intended). I didn't get much farther than the air filter. It seems that a rodent decided to relocate its domicile in the air filter box and in doing so sealed off a good source of airflow into the engine. The picture illustrates the extent of the building materials it used. I can certainly see this for a car that may sit for a while, but this is my everyday driver including weekends.

I apologize for missing the alternator clinic. I had the car loaded up with various bits and pieces to help with the show and tell but alas the evil spawn called work altered those plans. I had a client requiring changes to a delivered product that was needed Saturday morning. Alas every dollar and customer happiness counts in an upstart business and I couldn't break away in time. I know Mike was disappointed to hear my call and believe me I wasn't happy either. For someone who works an excessive

amount of hours a week, it may sound strange but I do enjoy doing these clinics as this is my form of mental therapy in an otherwise stressful existence. Thanks to Tim Buja for putting on a great session solo and for Mike Mueller for graciously sponsoring the clinic.

The holiday season is upon us so make sure that you get that list to Santa. Circled items in Triumph parts catalogs as well as tools and other assorted automobile paraphernalia can be written and positioned with great care on a table somewhere for your loved ones to indulge you with. The joy of getting a set of Spax shocks trumps 3 packages of BVD's anytime. Besides, unless you are showing off, no one else will see the holes in your underwear. Kathy and me wish all of our Triumph family a joyous



**The ISOA 2006 Calendar is Ready!**

Packed with photos of your favourite automobiles. This colourful calendar looks wonderful at home, makes a great conversation piece for the office and of course with the holidays approaching, a fantastic gift. They will be available at the club meetings in November and December. Or they can be sent anywhere with a small handling fee covering postage (\$1.50).

Prices are a bargain at \$7 each, 3 for \$20. Additional quantity discounts can be had. You can contact Joe for more info at [stagfire@elnet.com](mailto:stagfire@elnet.com).

No Triumphs were hurt during the creation of this calendar.



*Ed. Note: The following text was provided to ISOA as courtesy by the author. The graphics were inserted by the editor as a visual aid and were sourced from Triumph Cars, the Complete Story by Graham Robson and Richard Langworth or from TSOA archives.*

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

AN ARTICLE ON THE DEVELOPMENT AND HISTORY OF THIS ENGINE [INSTALLMENT III]

BY JOHN MACARTNEY  
FORMER EMPLOYEE AND  
STANDARD-TRIUMPH ENTHUSIAST

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On 1st January 1968, we see the SC engine series moving into what I call 'the inhospitable regions of double standards.' This is because 1968 was the first year where all cars sold in North America had to meet the first hurdles of emission controls demanded by the State of California - and it's where the engine's continuing evolution starts to diverge - from a performance perspective, into two distinct alternatives.

It would not be untrue to say that because of this development, brought upon the company by reasons entirely outside its control, an entirely new sub-set range of cars came into existence. Indeed, it sees Standard-Triumph making cars for a designated market as distinct from a car for all markets - and this compounds the difficulties of further mapping and describing the model range.

Let us first deal with the North American issue As it was clearly illegal to offer one model for California and the 'rest of the world' model for other states not so committed to emission control stringencies, North American buyers had no option but to accept the California specification for all States. To avoid cross-border imports, much the same car was sold in Canada as well.

There is no doubt the US spec Spitfire of 1968 was a different kettle of fish to its UK/General Export counterpart. As the

years passed, it became radically different in terms of power output, trim levels and body detailing.

The SU's did not ideally lend themselves to emission control modification and the cars all had weaker mixtures set and sealed at the factory. This made them seem rather breathless and as the years passed, they got worse. Twin SU's soon gave way to a single Stromberg, compression ratios were reduced and there were other variances, all aimed at meeting tightening emission levels. While the car adopted a similar instrument panel to the GT6+ for North America a full two years before the UK variant - and high back seats, the US Spitfire was no longer the fun it had been in earlier times. As the years passed, it came more frustrating to drive because it was so gutless. Sorry, that comment may upset current owners - but it's an inescapable fact.



*Graphic from Triumph Cars - The Complete Story*

In 1970, the Mk 4 Spitfire appeared and to all intents and purposes with the 'same' 1300 engine. Same internal bore and stroke? Yes Same in other respects? No.

There had been a change across the range in all cars using this engine and the production lines building both the four and six cylinder engines had been rationalised. The 1300 and 1300TC front wheel drive saloons had been discontinued with the arrival of the Triumph Toledo - and the Herald 13/60 received the Toledo engine in August 1970, identified with the GK prefix. It all came about through Triumph engineers realising that if the diameter and width of the main and big end bearings were increased to the same dimensions as those on the sister 1998cc and 2498cc six cylinder engines, production line machining processes could be standardised.

Better still, conrods and bearings

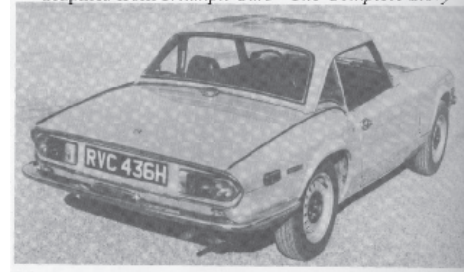
on the sixes could also be used on the four cylinder unit. As a result, a new crankshaft and cylinder block for the 1300 engine came into existence and the marketing people were quick to capitalise on this change. The claim that increased bearing size would extend engine life wasn't exactly what it appeared to be because there had been little, if any evidence, that bearing life on the older engine was suspect or finite. But this 'across the board' use of the revised 1300 engine meant the 1200 Herald Saloon that had hung on tenaciously in the age of the 13/60 had now reached the end of its own road.

As a result of these production changes, the new Mk 4 Spitfire was not without its critics. The changes referred to above had marginally affected performance. The larger bearings increased engine friction through greater bearing drag and the combined weight of the new crankshaft, conrods and pistons made for a heavier rotating bottom end and extra reciprocating mass. To the vast majority of enthusiasts, this condition was hardly detectable but power was down from 75bhp to 69.5bhp. To those who knew their Spitfires - and many did, the performance drop was noticeable and there wasn't quite so much 'zip' to the Mk 4 as there had been with the Mk 3. This gave rise to a popularly held view that has not yet entirely been forgotten that overall

### Spitfire mark IV



*Graphics from Triumph Cars - The Complete Story*



performance of the Mk 3 Spitfire in standard production trim was probably the best of the lot!

It's certainly my preferred version and having driven more Spitfires of all types than I've eaten hot dinners, a well-fettled Mk 3 is still the Spitfire I leave with the greatest regret. Perhaps this explains why some enthusiasts with 1300 Mk 4's remain tight-lipped about the transplanted Mk 3 engines now in their cars?

But back to the somewhat embarrassing issue of reduced power on the North American cars. To many, the logical response is that if the car was so short on power, it should have had a new engine.

Not so simple. Engines are expensive things to design and build, British Leyland was now in existence, with many at a senior level doing their best to convince themselves that sports cars as a whole were more and more unprofitable. In any case, Triumph was already addressing new engine design in other areas for other cars. Even if finances had been more stable and money was available to develop a new power unit, there were even more detailed issues to consider - and across a slightly wider spectrum than hitherto. The exigencies of emission control standards in the US, allied to differing standards of a related nature were beginning to emerge in other environmentally aware world markets.

This all contrived to quickly turn major difficulties from a manufacturing standpoint into a total nightmare.

Emission control and/or general safety standards for the US changed yearly and non-American manufacturers always went to the back of the queue in terms of being told what would be required for the following year. Certainly, 'indicators' of what would be required were mostly forthcoming - but rarely confirmed as irreducible minima until very late in the day. This resulted in prototypes being prepared to meet various "will they, won't they" constraints.

I well recall that in 1973, the emission control and occupant safety levels for the 1974 model year were not cast in stone by the Federal Bureau of Whatever it Called Itself until June of 1973. This meant that Triumph, together with all its European competitors, had no time at all to ratify the cars they planned to sell six months down the track. Having created the car to meet the forthcoming standards, they were then shipped to the States for approval and

to gain the necessary acceptances. From then onwards, it was a case of hurry home to build sufficient cars for dealers to have in their showrooms on 1st January 1974. With that kind of time constraint and the bureaucracy that only government departments anywhere are so skilled in achieving to protect their own indigenous industries, the saying of "the impossible is no problem but miracles take a little longer," took on an entirely new dimension!

By now, Spitfire and MG Midget - although still competing internally within British Leyland for market share among a continuing loyal following, were faced with another 'double-whammy' - and again this concerned the US and Canada.

The dear old BMC 'A' series engine that had been at the heart of the Spridget for so many years, just couldn't be made any 'cleaner' from an emissions perspective. The options, few as they were, meant that if the original engine did continue in the Midget, there was a serious risk the little MG would be overtaken by a lawnmower in the traffic lights Grand Prix. The easiest option was to discontinue the car but that would disappoint thousands who were still prepared to put up with limited power if it still enabled them to continue the wind-in-the-hair experience of driving an 'LBC' - a little British car.

It also raised a major query over the immediate future of the MG plant at Abingdon with a loss of jobs. If Abingdon output was to be reduced, why stop there?

Why not shut Abingdon completely and realise its Real Estate asset value for redevelopment? The option to close Abingdon would mean the almost certain abandonment of the MGB and it was clear there were still many people anxious to buy those as well. As the UK didn't exactly have an enviable reputation in those days with labour relations - and British Leyland was no exception to the rule - the prospect of unemployment at Abingdon was a 'no-no' political hot potato with the British government. Equally, Abingdon employees were loud in their condemnation of such a move as they had rarely been as supportive of industrial action as at other BL locations in Birmingham, Coventry and Oxford.

Be in no doubt - 'the MG guys' were anything but disruptive. They were loyal and mostly entirely non-confrontational. They deserved better.

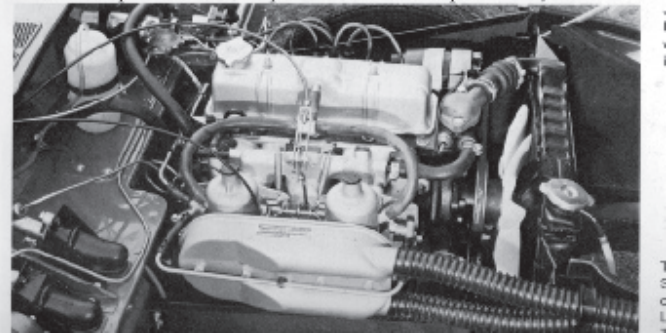
All this could be overcome - for the shorter term anyway, if an alternative engine solution could be found for Midget to have an extended lease of life.

By this time, Triumph engineers were delving deeply into the options open to them to prolong the Spitfire's life. David Eley's engine design of 1951 that had proved to be such a winner for so long, was now making it very clear that it too wasn't exactly environmentally friendly - however, it was 'cleaner' than the old 'A' series engine in the Midget.

Well, that was the argument at the time, as it related to North America. Over the years that followed, the former 'A' series engine did continue and was used in the Allegro, Maestro, Metro and Mini. In fact, at the very end of Mini's life in October 2000, the 'A' Plus engine was well within the boundaries of European emissions compliance and these levels were just as stringent as those in North America. Certainly they eclipsed the US emission levels of twenty years previously - so draw your own conclusions as to whether the original design was really as 'dirty' as it was alleged to be!

All that to one side, the only cost effective option for the US market in isolation, was to take the Triumph engine to its limits and increase its cubic capacity, again.

Graphic from *Triumph Cars - The Complete Story*



This time around, there was nothing that could be done to increase bore size within the constraints of existing cylinder block dimensions - but the stroke could be increased. For the first time in its production life, the original 76mm stroke was extended by a full 11.5mm to 87.5mm bringing the overall capacity up to 1497cc. This was nearly 700cc, or 87% larger than it had been when it first saw the light of day in the

## The Small Engine Range-Part III

Standard Eight. Nonetheless, it gave the SC engine that little extra which assured both Spitfire and Midget a further lease of life for the United States and Canada, though UK destined cars continued a while longer with the revised 1296 engine.

Needless to say, this move to oust the former engine was not welcomed by the MG fraternity at all! But there were other constraints in taking the engine to its limits. Few are aware that Triumph had fitted a 1500cc engine to a development car as early as 1966 - nearly a year before the Mk 3 Spitfire went into production but as the smaller engined car was selling so well, no-one was in a hurry to upgrade the unit. However, the time had arrived to increase engine size for one major market - and the cost hawks were still circling! From the outset, it was clear this had to be achieved with minimum additional tooling costs and the increase in stroke had to be achieved without increasing block height. It also went without saying that as many current components as possible in the current parts bin should be used. In the case of the Triumph six cylinder engine being taken to 2498cc, the crankshaft throw had been extended by 9.5mm and a similar increase on the Spitfire crankshaft would have resulted in a cubic capacity of 1621cc!

Hmmm - a 1.6 Spitfire? Ideal though this may have appealed to many in having a 1600cc engine rather than a 1500cc unit, the revised crank throw was pegged at 5.75mm. The resulting 11.5mm stroke increase came from shorter pistons on existing con-rods and so the requirement for not increasing block height was met. Even so, there was a nominal change to the block but only a slight 'barrelling' at the base for the extra crankshaft throw. The cylinder head remained unchanged, though the combustion chambers were deepened.

This last re-hash of the SC series engine definitely gave the US Spitfire more urge. When upgraded to 1500cc for all markets, it's bottom end torque was greatly improved but there are many - enthusiasts and former employees alike, who will state with conviction that emission-controlled and non-emission variants 'were different' and 'a

little disappointing." Comments were many that it didn't rev as willingly as its revised 1300cc forebear and certainly not as willingly as in the Mk 3. All in all, it sounded strained and it seemed to run out of breath too soon - but it still didn't stop people buying this latest version. There was little doubt it could not go on for many more years in world markets where environmental issues were now becoming the lingua franca for so many.

But taking the engine out to its ultimate dimensions did not mean it was only used in the Spitfire. Triumph had brought other cars into existence during this period of the late sixties / early seventies, though these were still saloons for the UK and markets outside the US where they were sold in convincingly large numbers.

Therefore it is now time to spool back a little in time and return to the Rest

diator grille. The instrument panel was redesigned and became more ergonomic, the seats were vastly improved, the fuel tank was enlarged by using the larger version from the Vitesse and the early 1296cc engine with its eight port head, a single Stromberg and the 1147cc crankshaft finished things off. The Herald 1200 in saloon form only was to remain for a year or two to provide cover for the budget end of the market.

The Triumph 1300 front wheel drive, discussed earlier - had grown a modified body by 1970/71 and was now known as the Triumph 1500. In its early form, it retained the front wheel drive configuration but the arrival of the Dolomite in 1972 with an entirely new Slant 4 overhead cam engine and rear-wheel drive via a beam axle made it economic sense to abandon the front wheel drive concept. Consequently, later 1500's were all rear wheel drive and only a

few front wheel drive versions remain in the hands of enthusiasts.

The Triumph Toledo, a cut down version of the 1500/ Dolomite body in two or four door saloon form, eventually took over from the Herald in 1971 - and 'Zobo' in its various guises was no more. After a production run of twelve years and 626,239 built-up cars out of the Canley plant, not to mention many more

vehicles in kit form for overseas assembly, the last Herald was laid to rest.

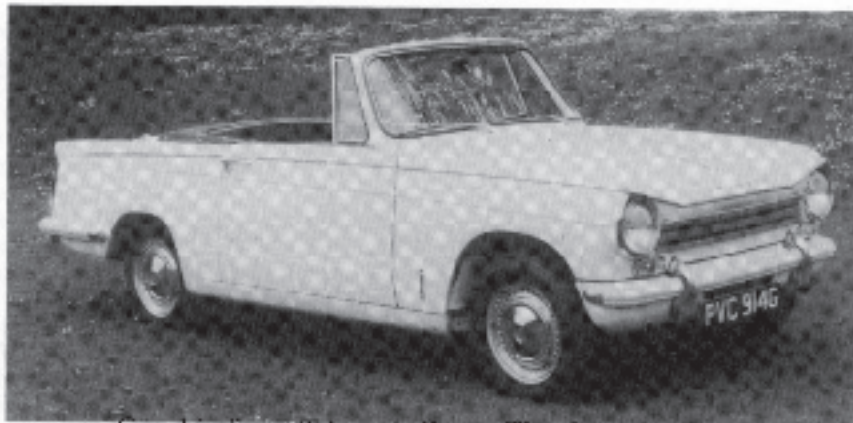
Conventional in terms of driveline layout it may have been - but thousands today will tell you it was the car in which they learned to drive or had their first European touring holiday with Mum and Dad.

A few members of the opposite sex have even told me that they had their first kiss in one!

A year ago, I stood alongside a pristine 1200 Estate car, talking to a very jolly woman. She told me her husband had bought it many years previously, in the dark, for a very nominal sum - that cash-wise, was all they had at the time.

Having only been married for a little over a year, they were desperately short of money and a month or so after the Her-

### Herald 13/60



Graphic from *Triumph Cars - The Complete Story*

of the World scene in Coventry to see what was happening to our old friend, the Herald.

'Zobo' - Herald's code-name, was now becoming long in the tooth as the late sixties dawned. It was a remnant of the Old Guard in a gathering of more recently introduced cars - and something needed to be done. It wasn't practical for a number of reasons to finally oust it because its replacement, the Toledo was still a year or two away.

Herald underwent a face-lift and became the 13/60 for saloon, estate car and convertible. The front end lost its torpedo tube style headlamp nacelles with the bonnet top being flattened by using the pressing from the Vitesse. This went a little way to reducing the dead-ground area immediately in front of the car and there was a new ra-





ald had been bought, the woman discovered their first child was on the way. When the time came that the unborn child decided it wanted to see the big, wide world - the Herald rushed the soon-to-be mother to hospital, only to ignominiously let its clutch hydraulics fail in grand style on the way - and still five miles away from the destination!

At least it had the foresight to come to a standstill by a public payphone and by the time the paramedics arrived, 'things' were very advanced. In the midst of much laughter, the lady told me the first of her five children, a girl, was born on the rear deck with the back seat folded flat! She went on to add the paramedics had considerably draped blankets over the roof and rear tailgate to afford her some privacy while the deed was done - but that particular Estate car is still a much-loved member of the family.

Pulling a large luggage trailer on many occasions in later years, it had taken the whole family, two adults and five energetic (and growing) children on many camping holidays throughout Europe and Scandinavia.

Rightfully, it is now fully restored - even though the restoration cost was rather more than the couple had paid for their first house! Even so, they didn't begrudge it this indulgence because it has witnessed some very special family events. Apart from being a delivery room, two proposals of marriage were uttered and accepted in it and only a week before I came across it, the baby born in it - and now a young mum herself, travelled in it with her husband and their infant son, to the baby's Christening.

People love their Heralds - and thankfully there are still many of them in

the hands of enthusiastic owners. Long may they continue - even if some do still leak more water than they should, or display skittish tendencies at the rear under even quite gentle lateral forces - especially with crossply tyres and a presence of surface H<sub>2</sub>O.

But we're nearly at the end of the story. Within a year or two of 1971, the Dolomite range firmly established itself as Triumph's small saloon car. The SC series engine was used in the 1300 and 1500 versions, while the larger 1850 slant 4 and two litre sixteen valve Sprint powered the 'big brothers.' The Spitfire continued to keep the open-top fraternity happy with streaming eyes and contributed in its own way to premature baldness in men.

As we know, all good things come to an end - and the Spitfire is no exception. If you are a Spitfire enthusiast and ever find

years ago this year.

It's now more than twenty years since the last Coventry (Standard) Triumphs were made and the marque has probably passed into history for all time - unless BMW decides to do something to the contrary? But during that time, the SC series engine played a full role in positioning the company's products in a truly global market place. Archaically simple in its concepts when compared to modern engines, easy to work on, forgiving in the hands of novices, economical to run and reliable in the extreme, it has unequivocally earned its place in the automotive Hall of Fame.

David Eley, its designer, is still alive and has every reason to be more than proud of his contribution to the British motor industry. I am confident all the owners of cars that have survived to this day and whose source of propulsion was the product of his brain, will be pleased to form an orderly queue and be loud in the applause to which he is entitled to receive.

Like the driver of the Standard Atlas van who sought a medal for determination and grit, if anyone is preparing a medal list for engine designers, David Eley's name should certainly be at the top it. It's definitely at the top of mine!

John Macartney



Graphic from *Triumph Cars - The Complete Story*

yourself travelling to England, make the effort to visit the last one made

You'll find it at The Heritage Motor Centre at Gaydon - less than two hours drive north-west of London. It's in Inca Yellow, with a hardtop and overdrive - and sits happily in its own time-warp. The odometer proudly proclaims its total mileage of 1800 and it's the nearest you'll ever get to a totally original brand new two seater concept that took the sports car world by storm, forty

I would like to express my sincere thanks to the Triumph Sports Six Club in the UK for allowing some material and data previously published in its magazine 'Courier' under the authorship of John Thomason to be used in the preparation of this article. Especially, I am obliged to The Institute of Mechanical Engineers in London for allowing me to use extracts of the paper presented by David Eley to a Symposium of the Institute in November 1963.

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## Advice to the Shopworn

*Sir Bentley Haynes, a distinguished British gentleman of letters with an extensive background in British automotive engineering, has graciously offered to provide the members of ISOA with free technical support in order to keep our Triumphs on the road. His resume was outlined in the April issue of Snick Braaapp. Due to the unusually high volume of questions from ISOA members, he has requested that all technical inquiries be screened and forwarded to him by way of the secretary of ISOA. He is not able respond to direct questions, but your letters are very important to him and they may be monitored by Scotland Yard for quality control. E-Mail him at: [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net). Anyone actually attempting to follow his advice does so at his or her own risk. ISOA, its board of directors, Snick Braaapp, accepts no responsibility for the accuracy of his consul.*

My Dear Sir Bentley,

Last year you were so ever so kind as to provide my ISOA lady friends and me with a list of holiday gifts for our fellas. Might we impose upon you once more for some of your sage advice and counsel? Many thanks in advance.

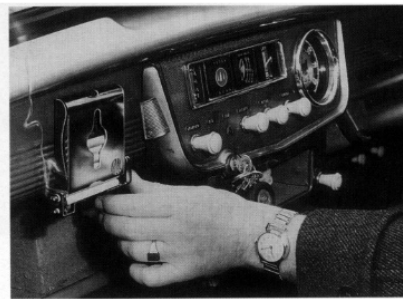
Barb B, Crystal Lake

Dearest Lady Spuds,

I would be delighted to share a few suggestions with you, and with the lovely ladies of ISOA, many of whom I got to see on the VTR Convention Video. [I really regret not being able to attend in person, but the conditions of my release do not permit international travel just yet.]

As to your query, there are a number of new products on the market that would make excellent gifts for any Triumph aficionado. First, let me offer up this hand powered detailing device that has only recently become available. With this ingenious apparatus, your bloke won't have to expend all that repetitive motion required to remove the waxy buildup following a detailing job. No more using a labor-intensive toothbrush! With this gadget, he can just let the instrument do the work to get into the nooks and crannies of his Triumph to eradicate any of the encrusted wax that has built up around the grease fittings or in those

hard to reach areas on the frame. My sources also tell me that this company also has a powered Q-Tip scheduled to hit the market place soon, so keep your eyes peeled. Just be sure to get the all-natural cotton version, the synthetic would just not do for a cleaning a Triumph.

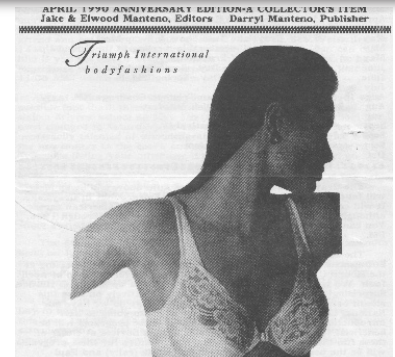


Another gift, particularly for the members of the Black Lung Contingent of ISOA, is this handy dandy period accessory to dispense smokes in the car. It comes in either positive or negative ground models and is sure to be a hit with that guy in your life who doesn't let a little thing like the carcinogenic fumes from noxious weeds keep him from enjoying himself.



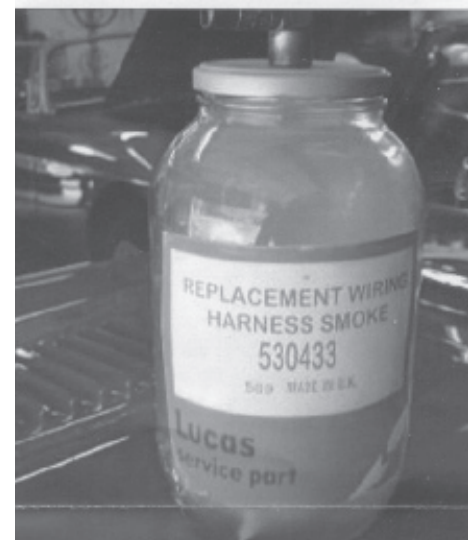
The same manufacturer also has a nostalgic model cellular telephone phone that is sure to be a hit for the concours crowd. This unit, with switchable "+/-" ground is appropriate for 50s through 70s cars and is available in analogue versions and comes with push-button or rotary dial

Another apparatus that will certainly bring a gleam to the eye of most triumph guys is this newly designed "Hooter Holder." Following Mr. Holekamp's excel-

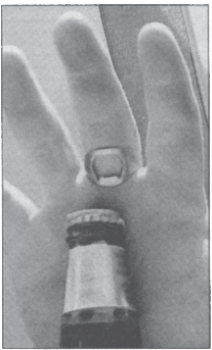


lent treatise on the proper use and care of Triumph horns, the good people at Triumph International introduced this device to prevent the infamous "Hooter Sag" which can cause Triumph horns to malfunction. They are also available in positive or negative ground and come in a variety of colours.

Lastly, I have only recently been made aware of a new product from the good people at Lucas [Official Motto: A Gentleman does not go motoring about after dark, and we're here to make sure of it!]. One of the most vexing obstacles to pleasant Triumph motoring occurs when a build up of excess smoke in the wiring loom occurs. Now with this ingenious tool, anyone with only a modest amount of mechanical skill, using only simple hand tools, can quickly and easily bleed the smoke form a Triumph



wiring loom, [and without the assistance of a second person]. Just attach the bell jar lead to the Kanuten Valve and increase the RPM to 60 volts centigrade. Gradually increases the amperage until the smoke turns from blue to black and there you've go it! No more messy ions to clean up or unsightly, as well as dangerous, electrons escaping to the atmosphere. This replacement kit, p/n 530433 was developed by former Lucas lab techs. The kit allows for precise metering through he fuse box and, unlike the Far Eastern "knock-offs," uses only factory-approved smoke. Each kit comes with sufficient smoke to bleed several cars, and quantity discounts for VTR affiliated clubs and their members are available.



Finally, we saw this "handy" item that we know will be a hit with Mr. Gizmo, Mr. Guzzler, and Mr. Suds. Like the item pictured on the opposite page, it also lifts and separates. How often are precious minutes wasted when search-

ing for a bottle opener? With "ring thing" item, which also doubles as fine jewelry, fumbling for a "church key" will be a thing of the past.

Happy Holidays-  
BH

Dear Sir Bentley-

At this writing it is mid-November and I am still enjoying top down Triumph driving here in the upper Midwest. In fact, its so nice out that I plan to take my TR6 out today, although by this date my car is usually in storage for the winter. Is this a possible sign of what the liberals and tree huggers refer to as global warming? Could it be that winter as we know it will become a thing of the past or should I get those red-line snow tire I see offered on E-bay?

Balmy in Barrington\*

My Dear Sir [or Madam]

You bring up a most interesting query. Your federal government has declared unequivocally that global warming constitutes a clear and present danger to the future health and well being of the life forms, including Homo sapiens, on this planet. The Intergovernmental Panel of Climate Change [IGPC] points out that while natural green-

house effects [things like enteric fermentation –e.g. cow-farts] prevents earth's average temperature from plummeting below zero, human contributions to the "Greenhouse Effect" have resulted in producing carbon dioxide levels that have not been seen in 20,000,000 years. Carbon dioxide, methane, ozone, nitrous oxide, natural occurrence gasses that have received boosts from burning fossil fuels combustion, production of natural gas and whole host of activities that we value more than say . . . the future of the planet. It's all about priorities! The National Geographic Society has cited increase in temperatures in Western Canada and Eastern Russia that have increased 4-7 degrees over the last 50 years.

In 1910 Glacier National Park had about 150 glaciers, now there are fewer than 30, prompting some to refer to suggest it be renamed "Puddle National Park." 1,000,000 species are expected to become extinct – unfortunately not mosquitoes- in the next half century, while sea-levels are predicted to rise 4" to 35 " [just 4" could be catastrophic to Florida, many South Sea Islands, and Louisiana.] Fortunately, the number of recent hurricanes has no apparent correlation to this phenomenon [?]. Perhaps National Geographic should go back to its original purpose, printing photos bare-breasted indigenous women.

Tree huggers don't realize that EPA standards would cut into the profits of big corporations. But the news isn't all bad on the environmental front; heating costs could actually decline for those in colder climates due to warmer winter time temperatures, with the possible offset of increased air conditioning costs, not only for sweltering homeowners, but for running refrigerator trucks to store the bodies of the recently deceased in the big cities tenements, ala Chicago 1995

Some critics complain about the United States refusal to sign: Kyoto Treaty to reduce gas emissions. First, the standards there are quite limited to begin with, and, more importantly, any mandates to restrict pollution would cut into profits of Big Business. Exxon Mobil declared only 9.9 billion dollars in their quarterly profits, up 75% from last year! [These profits would have been even higher but for the inconvenience of the recent hurricanes. Perhaps their disappointment is what prevented oil companies from providing relief from record setting prices for gas at the pump.]

Fear not, for the long arm If the EPA

has recently stretched into the your beloved windy city to reveal a most heinous source of pollution-making candy in Chicago. That's right cocoa fumes will be reduced in the windy city thanks to the diligence of the EPA. Today chocolate dust in Chicago; tomorrow the singular aroma in Gary Indiana.

I can't predict if you'll need your snow tires this winter or if you can continue to motor about with your top down year round, but I would advise you to dispose of any of your local chocolate stock options.

[\*This particular letter, was "lifted", although not quite verbatim from WXRT 93.1 FM radio morning man Lin Brehmer, Sir Bentley's best friend in the whole world and the leading authority on lots and lots of stuff. For the full transcript, click on <http://www.wxrt.com/program/detail/linsbin.>]

Dear Sir Bentley,

I labor for a Fortune 500 security business [I am not at liberty to disclose the name]. A while ago, I parked my Triumph in an out of the way parking lot in order to conduct some important covert business. I was only there a short while, but I have been blamed, unjustifiably I might add, for allowing my car to leak anti-freeze on the asphalt. The attendant's dog died after licking up some of the anti-freeze, and the coolant also did some damage to the appearance of the lot by eating away much of the asphalt.

An acquaintance who had disclosed the location of this lot to me lost her job after it was revealed to her boss that she had let me park there. Now her husband is pissed off at me and lot busybody left wing, godless, commie-pinkos are calling for me to admit that I was the source of the leak. Fortunately my boss is sticking up for me, but do you have any suggestions for how I can get this thing to "go away?"

Name withheld by request-  
Washington D.C.

Dear Karl,

How often we find ourselves held responsible for something we didn't do? I know from personal experience how irksome it can be when we are falsely accused of misconduct. In my case, like in the instance with Mr. Jackson, the accuser was just out to get me. I really never touched that boy and the pictures were all counterfeit, just like the DNA samples, but I digress.

In your case, I would propose that



## Advice to the Shopworn

you and your employer embark on a diversionary stratagem. Perhaps you could shift the attention to some to out of the way affair, possibly in a distant foreign region. Another possibility is to remind citizens that its "hard work" being a mentor to an key executive and that you and he were too busy accomplishing your mission to check for minute, inconsequential leaks. So what if your car had a little leak; what's the worst that could happen? Maybe some dogs or cats drank the anti-freeze; its only a little collateral damage, a small price to pay in the struggle to against evildoers. Your track record speaks for itself; you and your employer have done an outstanding job of ignoring anyone who might speak or write unflattering remarks about you. Just follow that line of attack again and continue to refute any culpability in the incident, and sooner or later the naysayers will weary of harassing you over a few inconsequential deceased canines. Besides, you don't want to get caught up in that old "blame game."

As to your acquaintance losing her job, she probably deserved it, especially if she was critical of you and your boss for your noble efforts to provide the world with peace and security. [Besides, if it doesn't leak, how



can you tell if you fluid in your Triumph?) I would recommend the pictured product, just in case you'd like to prevent future leaks. PS-Another option would be to use a "scooter" for your short jaunts. I have it on good authority that your friend Mr. Chainey has one available.

Dear Sir Bentley,

My friends, Harriet and "Brownie," and I have all recently found ourselves among the ranks of the unemployed, despite



doing a "Heckuva Job," according to our former employer. In fact, we have become virtual outcasts and we find the door to new opportunity completely closed despite our impressive resumes. We know that you have had to deal with adversity in your lifetime, and although our inquiry is not Triumph-related, we hoped that you could impart so advice and consul to us as we attempt top rebuild our reputations.

Sincerely  
Lewis L., Washington DC

Dear "Scooter,"

You are indeed correct that I have had to overcome some obstacles in my lifetime. We must remain strong in the face of adversity and, in the words of the great philosopher Desiderata, "Go placidly amid the noise & haste, & remember what peace there may be in silence. As far as possible without surrender be on good terms with all persons. Speak your truth-quietly & clearly; and listen to others, even the dull & ignorant; [be careful on this one, ] they too have their story, Avoid loud & aggressive persons, they are vexations to the spirit. Enjoy your achievements as well as your plans. Keep interested in your own career, however humble; it is a real possession in the changing fortunes of time. Exercise caution in your business affairs; for the world is full of trickery...Be yourself...Take kindly the counsel of the years, .... But do not distress yourself with-

imaginings. Many fears are born of fatigue & loneliness. Beyond a wholesome discipline, be gentle with yourself. You are a child of the universe, no less than the trees & the stars; you have a right to be here. And whether or not it is clear to you, no doubt the universe is unfolding as it should. Therefore be at peace keep peace with your soul. With all its sham, drudgery & broken dreams, it is still a beautiful world. Be careful. Strive to be happy."



certain he can find a spot for people such as yourselves in his most successful operation.

By the by, I have only just been informed that you Chicagoland provincials have recently celebrated a sporting championship of sorts and I should like to congratulate the myriad of fans of your ball club, all three of them, for this accomplishment. It is especially pleasing



that my old friend Ozzie, the Prince of Darkness, who is held in high regard by this author, should be the manager of the squad. He only recently took a fancy to baseball after singing at the other stadium in Chicago. He graciously took the time to send me a photo of himself upon winning the final contest, which I am inserting here for your enjoyment

Cheers-



# BIG BASH 2006

WHAT: Annual ISOA Party and Awards Night,  
Great Company, Beer, Food  
Photo Show of 2005 Events, AKA Super Boomer , Tall Stories,  
Mercifully brief special awards ceremony, [Did we mention beer?]

WHERE: Des Plaines Elk's Club  
495 Lee St. Des Plaines, IL  
Phone (847) 824-1526 or (847) 824-  
(Will the Wrongways find it this year?)



HOW MUCH: \$20.00\* per person before January 4, 2006

WHEN: Saturday January 21st, 2006  
6:00 pm Cocktails (cash bar) and hors d'oeuvres  
7:00 Dinner

Name(s): \_\_\_\_\_  
\_\_\_\_\_



Choice of Entree (indicate how many)  
Beef (TBD)\_\_\_\_\_ Fish (TBD)\_\_\_\_\_ Chicken (TBD)\_\_\_\_\_  
All entrees include soup, salad, veggie, potato and dessert.

Check enclosed for \$20.00 x \_\_\_\_\_ =

Bring your check made out to **ISOA** to the January meeting or mail to arrive by January 3rd to

*Sheri Pyle*  
320 N. Linden St.,  
Itasca, IL 60143



*\*THE CLUB IS SUBSIDIZING THE COST OF MEAL EXPENSES OVER \$20.00 USING SOME OF THE PROCEEDS FROM THE 2005 VTR CONVENTION.*



## British Car Reliability Run

### RELIABILITY RUN

Text & Graphics

by Mark "Guzzler" Moore



On the first Weekend of October, I had the opportunity to participate in the Annual British Reliability Run. This was the third year for the event that is held to benefit a different charity each year. Money was raised by the participants, who had convinced sponsors to donate cash for their particular car or team. The charity that received the donations this year was The National Children's Cancer Society. More than \$37,000 was raised through this philanthropy.

Mark Anderson, an ISOA member from Michigan and a 6-PACK



buddy of mine, has participated all three years. This year he was without a co-pilot and when he offered me a chance to fill in, I jumped at the chance to ride along. Mark has a mimosa yellow 74 TR6, just like I do so I felt right at home behind the wheel when it was my turn to spell him.



The weekend started on Friday when I drove my TR6 to Mark's place

in Adrian, Michigan. Just as I arrived at Mark's, two other British cars coming from the other direction confronted me. It was James and Karen Patrone in a Mini and Eric Langreder and Bob Palmer in Eric's TR6. They were meeting us at Mark's to caravan from there to the run.

I've known Mark for 6 or 7 years, but this was my first trip to his place. It was nice to have a chance to see his shop (the house was nice too, but the shop was where it was at). I say



shop because this was way more than a garage. It was a large out-building with a lift and all the goodies. After a short



tour of the shop, we headed down some Michigan back roads to the starting point in Marshall.

It was a great early fall day and the drive was fantastic. This was going to be a great weekend! We checked into our hotel and then checked out the parking lot. The entries were starting to arrive and the lot was filling up with a nice bunch of British Iron. Automobile Magazine was there to do an article on the run, and they had some vintage cars that were on loan to them for the event. Their "loaner" cars included a Morris Minor Pickup, an MGA, a Big Healy, a Lotus Elan, a Ford Lotus Cortina, a new

Land Rover, a TR4A, and a Dolomite Sprint. Triumph was well represented in the final tally of cars with a TR3, four TR4s, a TR250, five TR6s, a TR7, a TR8, five Spitfires, three GT6s, the Dolomite,



and even a Herald all participating in the run. The rest of the field consisted of the usual suspects you'd normally expect to see at a British Car shows; and included a TVR, Daimler, and two Austin London Taxis. The standout was a '62 Caddy



Convertible that belonged to a fellow who had some car trouble with his Mini, so he drove his other classic.

Friday night featured a welcome banquet. The banquet gave us a chance to learn about The National Children's Cancer Society. Representatives from the organization told us about their work helping the families of children in need. Then we went over the 600-mile route and retired for the evening. I had



the pleasure of spending the night in a fort complete with bunk beds. Mark had some how lucked into an upgrade to a family suite. This meant that Mark got a king size bed and I got the fort.

Saturday morning was a bit cool, but the weather report called for a nice warm-up and sunny skies for the whole weekend. We hit the road about 8 AM and headed through back roads for the covered bridges of Indiana. For lunch,



we invaded an ice cream shop called the Big Dipper in Converse Indiana. The food and ice cream were great (I am sure that this place is on Spuds Billimack's ice cream radar screen). At one point in the trip, we turned a corner and came across a massive tractor that literally took up the entire road. The tractor eventually took pity on us and pulled over to let us by.



Late Saturday afternoon we made it to the hotel in Billie Creek, Indiana where we had a room for the night. Others in the group were staying at the near by lodge in Turkey Run State Park. After checking in, a number of us were enjoying a cold beer outside the hotel when we were interrupted by a bridesmaid. That's right - a bridesmaid! (I only had two beers at this point, honest). It turns out there was a wedding in the park of covered bridges next to the hotel. The bride was supposed to arrive by horse-

drawn carriage for the ceremony. The only problem was that a wheel had fallen off the coach and left it damaged beyond repair. The bridesmaid asked if there was any way they could pay one of us to drive the bride up in one of our cars. Mark jumped up and obliged, without a fee naturally. Another member of our group lent his Spitfire to the bride and groom in order to take pictures. Triumphs to the rescue!



Saturday dinner was on our own, and most of the group headed into town to a place called The Saloon. They had good food, cold beer, and they encouraged us to throw peanut shells on the floor. It was my kind of place. After dinner, most of the group mingled in the hotel parking lot. This gave me a chance to get to know some of the other participants. Most of them were from the Detroit area, and all were really nice folks.



Sunday morning we were up before it was light, and off to Turkey Run State Park for breakfast. It was much warmer than Saturday morning, and many of us left with tops down for the drive to the park. The breakfast buffet was quite tasty and Hagerty Insurance picked up the tab. After breakfast, we were surprised to walk out to dark skies and thunder. The weatherman missed again. Everyone ran to the parking lot to raise tops and roll up windows, or fix side curtains, just as the rain started. The rain

continued the rest of the morning, but it did break long enough for a group photo in front of a covered bridge.



A large group of cars like this naturally breaks into smaller groups on the road, and we spent the rest of the day traveling in and out of different groups. This was kind of nice because, it allowed us to see many of the different cars on the road. We drove on, making our way back to Schuler's Restaurant in Marshall for a post rally meal. After some tales of the road, we said our goodbyes and Mark dropped me off back at hotel to pick up my car.



The drive home was a bit of a challenge with thunderstorms on and off the whole way. It's times like this when I appreciate the modern aspects of my TR6. The roll up windows, two speed wipers, defroster, and relatively tight top all came in handy. The weekend gave me a chance to log a lot of Triumph miles and participate in a charitable cause. That's a big win-win in my book.





Ed note: On the preceding page of Snik Barf, we published an article by Mark "Guzzler" Moore on the British Reliability Run. The Event organizer, Blake Discher posted some additional details about the event on the Triumph List and we thought you might find them a nice supplement to Guzzler's piece.

Here are some interesting numbers:

Expected fundraising total for NCCS: at least \$31,000, donations still coming in.

Cars entered: 45

Cars withdrawn: 1

Debilitating breakdowns prior to start of run: 1

Broken Classic Minis exchanged for gigantic 1962 Cadillacs: 1

Gigantic Cadillacs named honorary British car: 1

Police officers late to escort us out of hotel lot at start: 1

Teams pulled over by Indiana's finest during run for speeding: 1

Tickets issued: 0, warning provided  
Cars completing run: 43

Cars unable to finish due to breakdown within 10 miles of finish: 1  
Route distance: 590 miles

Total miles driven, all cars: 25,950  
Sore bums: at least 75

Cars that ran out of fuel: 1

British taxis repaired in hotel parking lot by topless mechanic: 1

Complaints about Route 513 not existing on Day 1: 5

Complaints about the malted milkshakes at the Big Dipper in Converse, Indiana: 0

Teams likely lost in Lafayette, Indiana due to error in Route Book: ALL

Teams graciously not voicing complaints about Lafayette error: ALL

U-turns by teams following me after I missed a turn: 7

Bride/Groom given Spitfire for use after wheel on nuptial horse-drawn carriage breaks: 1

Very happy grooms, perhaps for the wrong reason: 1

Age of youngest team member: 9

Age of oldest team member: 84

Long distance award, navigator: Anthony Pearson, from Australia

Long distance award, driver: Rob Sass, Daimler SP250, from St. Louis

Watch for the January, 2006 issue of Automobile Magazine, they're planning a feature story about the run. Seven of their writers fielded seven British cars, details at

<[http://automobilemag.com/features/0510\\_british\\_reliability\\_run/](http://automobilemag.com/features/0510_british_reliability_run/)>.

The event web site is <<http://www.abrr.org>>. It was definitely a fun run, thanks again for your financial support.

Cheers,  
Blake Discher, event organizer

LET'S PLAY FACT OR CRAP!

If you don't know if the following are Fact or Crap, ask anyone who attended the Charging Clinic on Saturday Nov. 12th.

1. A Triumph alternator may be replaced with a GM unit (sounds easy, something about long bolts)
2. Triumph alternators come in three wire or five wire connector (metric would be 3 or 5 wire)
3. Alternators don't need 12 volts before they are able to produce electricity.
4. The club has a new alternator test/demo stand.
5. A non Triumph alternator with just one wire will render your "Ignition" light inoperative.
6. Alternators don't have replaceable brushes.
7. Cooling air is sucked in the front and blown out the rear of an alternator.
8. An improperly wired alternator may produce up to 100 volts and toast itself and??.
9. With only one test lead an alternator may be tested on the test/demo stand under load.
10. A properly functioning alternator may consume as much as 1.5 hp.
11. Alternators are supposed to make grinding rattling sounds.

Key

Fact 1, 2,4,5,8, & 10. All the rest Crap. 3. Alternators do need 12 volts to excite the field before being able to produce electricity. 6. Alternators do have replaceable brushes. 7. Air goes in the back and out the front (opposite of a human). 9. You need a slug load of test leads! What kind? The copper alligator type, not the silver crocodile type. (If you watch the Nature Channel you would know why). 11. If yours does, check it our or call Tim (I happen to know he was the recipient of a box o' alternators, at least one of which actually works!)

WISCONSIN BUREAU CHIEF  
KIM CASPER







# The Night Before Christmas

by Clement Moore [with a little update by Bob Streepp]



**T**was the week before Christmas, and throughout old Chi  
Town, not a Triumph was running, not even a Kenown.

**M**y redlines were stacked near the compressor with care,  
Min hopes that St. Lucas would fill them with air.

**C**asper and Lucille were nestled both snug in their sheds,  
While visions of overdrives danced in their heads.

**O**ld missus had promised, if I came through with a gift,  
she'd polish my Dule Log [if you get my drift].

**W**hen out on the street there arose such a clatter,  
I got off the old lady to see what was the matter.

**O**ut to the garage I ran as fast as I could,  
pushed on the opener, and tripped ober a hood.

**T**he sparks from the Dule lights on my evergreen trees  
made my driveway look like the parking lot of the Exxon Valdez.

**W**hen what to wondering eyes should appear,  
but an old Group 44 semi with eight tiny engineers,

**W**ith a nasty old driver so crabby and rude,  
I knew in a heartbeat, it must be St. Luke.

**M**ore rapid than Woods Brothers, his pit crew they came,  
and he screamed and he cursed, and swore at them by name;

**N**ow Stalker! Now Hacker! Now Elwood and Spuds!  
On Toofus! On Suzzler! On Gizmo and Suds!

**T**o the end of the driveway, inside the stall,  
now grind away, file away, cut away all!"

**A**s the Castrol that spews when your tach gets too high,  
as you try to keep up with some Corvette guy,

**S**o into my garage his wrenchmen they flew,  
with their chests full of tools, and St. Lucas too.

**A**nd then in a twinkling I heard from my bench,  
the twisting and ratcheting of each tiny wrench.

**A**s I drew in my head and was turning around,  
into my garage St. Lucas came with a bound.

**H**e was covered in grime from his cap to his shoes,  
and his clothes were all coated with grease and with ooze.

**A** bundle of parts he had flung on his back,  
and he looked like a peddler just opening his sack.

**H**is eyes were so beady! His forehead so wrinkled!  
His cheeks were so sallow, His nose like a pickle!

**H**is thin little lips were drawn up like a bow,  
and the stubble on his chin was as gray as could go.

**T**he butt of a Camel hung loose from his lip  
and a pint of Jack Daniels extended from the pocket on his hip

**H**e had a blank stare and his teeth were all yellow,  
and he shook as he wheezed, like a bowl full of jello.

**H**e was skinny and gaunt, a right scary old elf,  
and I shuddered when I saw him in spite of myself.

**A** twitch of his eye and a twist of his head,  
As soon gave me to know I had something to dread.

**H**e spoke not a word but went straight to his work  
and crimped all the connections, and then turned with a jerk.

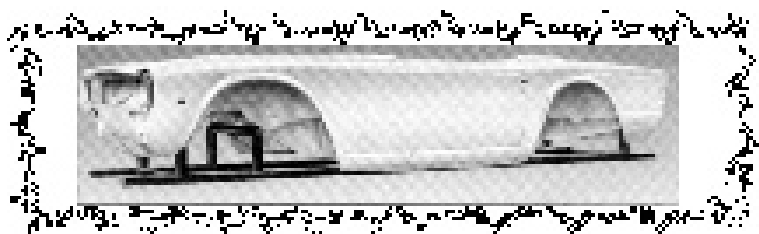
**A**nd sticking his finger inside of his nose,  
he flicked off a booger, and out the door he goes.

**H**e jumped into his truck, to his crew gave the finger,  
and away they all flew not wanting to linger.

**B**ut I heard him  
exclaim as he rode  
out of sight,  
"Torque those lug nuts  
dipstick, because this is  
no rumor,

**I**f you forget to  
tighten them,  
You'll wind up with a  
Boomer!





On the 1st day of Christmas, my true love gave to me: *A TR6 British Motor Heritage body shell [with a slave frame]*

On the 2nd day of Christmas, my true love gave to me: *two clear Hooters hooting*

On the 3rd day of Christmas, my true love gave to me: *three Webers carbuerating*

On the 4th day of Christmas, my true love gave to me: *four Panasports mounted on 205 15 Pirelli's*

On the 5th day of Christmas, my true love gave to me: *five forward gears via a Toyota trans with a Herman van den Akker conversion kit*

On the 6th day of Christmas, my true love gave to me: *six new pistons with five golden rings [the sixth is back-ordered]*

On the 7th day of Christmas, my true love gave to me: *seven quarts of synthetic Castrol 20w50*

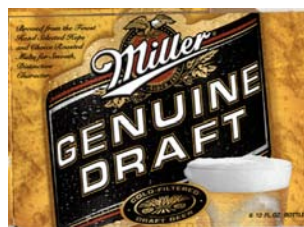
On the 8th day of Christmas, my true love gave to me: *an eight piece interior trim kit*

On the 9th day of Christmas, my true love gave to me: *nine cans of PB Blaster*

On the 10th day of Christmas, my true love gave to me: *ten rolls of duct tape*

On the 11th day of Christmas, my true love gave to me: *eleven bags of Oil Dri*

On the 12th day of Christmas, my true love gave to me: *twelve genuine Millers drafting*



**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  
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- Treasurer** Sheri "Big Mama" Pyle  
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sherip@ix.comcast.com.
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trstreep@sbcglobal.com
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jbillimack@comcast.net
- Membership/ Webmaster** Tim "Tool Man" Buja  
815/332-3119  
buja@insightbb.com
- Motorsports/ Curmudgeon** Irv "Elwood" Korey  
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emanteno@comcast.net
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peetso@aol.com
- Tech Editor** Erik "Iceman" Quackenbush  
847/482-1673  
erik@midwestfilter.com



Graphic courtesy of Triumph World Vol 62, June/July 2005

*HARK THE HERALD ENGINE*  
BY SUDS

*Hark the Herald engine sings, despite some broken piston rings.  
Solex Carb with cam so mild, fuel and timing reconciled.  
Loudly all the lifters rise. Man this Triumph really flies!  
With flip-top opening hood, Michelotti's design almost looks good.  
With flip-top opening hood, Michelotti's design almost looks good.*

*Four-speed trans with synchro first, it shifts just like a Hurst.  
Twelve-inch tires with bias-ply, Holds the road like a Fer-ra-ri  
With back seat room for three, I can take my grandkids to a drive-in movie.  
With back seat room for three, I can take my grandkids to a drive-in movie.*

*Lucas wiring with positive ground, the radio has an AM "Wall of Sound."  
In-line four with power to spare, my Herald outruns the tortoise, but not the hare.  
Fixed-head coupe, drop-head or estate, I just wish they'd put in an eight.  
Fixed-head coupe, drop-head or estate, I just wish they'd put in an eight.*



## November 6th ISOA General Meeting Notes, [In Case You Missed It]

A raucous crowd of nearly sixty ISOA Triumphisti, at least three of whom arrived in Triumphs, celebrated the Bear's victory over the Saints, and the accompanying \$1.00 beer special at Mack's Golden Pheasant while attending the November meeting of the Illinois Sports Owners Association on Sunday November 6th.

President Joe Pawlak got the proceedings under way a little after seven by welcoming first-timers Jack Coda of Wauconda ['75 Spitfire], Mark Costello of Streamwood ['80 TR7], Craig Jesseman, '60 TR3A [Aurora], and Charley Jessra of Metawa ['60 TR3A] before introducing the board and the officers. Tim Buja, subbing for the rehabbing Sheri Pyle, announced that the club coffers were still ample. Tim also displayed some surplus VTR regalia, which was quickly bought up at greatly reduced prices. The next official activity was the annual nomination for the ISOA board of directors [see nominees at right] The elections will be held at the December meeting and the new board will choose the 2006 officers in January prior to the general meeting.

Following the nominations, Jack "Spuds" Billimack spoke about events, past, present and future, with the emphasis on the latter. He also polled the crowd as to what types of clinics they might prefer for the upcoming year. The consensus appeared to favor transmissions, differentials, welding, electrical gremlins, and suspension systems. He also reminded members to attend the charging system clinic at Mueller's in Wood Dale, November 12 and to bring a multimeter. Bill Jensen then recapped the fall foliage tour and spoke of the January first Outer Drive "Hero's Run" leaving from the Adler Planetarium parking lot around 10:30. Jack then spoke of the annual "Big Bash" January 21st. Gloria Capetto mentioned that the entrees had been selected and that baby pictures should be emailed to Joe Pawlak for a "guess the member" contest to take place at the Bash. Jack also mentioned the annual swap meet at DuPage County Fairgrounds will be held the last Sunday in February. Other tentative events discussed for next year included a "Sympathy for the Devil" Tour in 6/06 on Rte 66. [TR6 will be the featured marque] Doug "Wires" Larson is

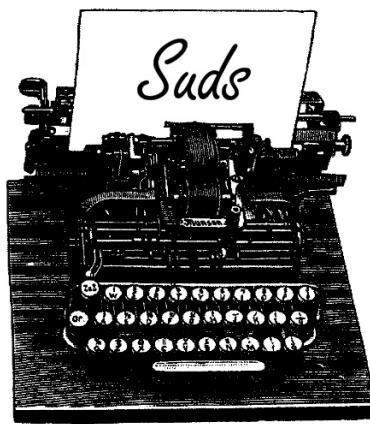
already hard at work choosing the route that may include a stop at the Rte 66 museum in Pontiac]; a picnic at a forest preserve in the north or northwest suburbs; and a possible caravan to Detroit for the Woodward Avenue "Cruise."

After the break, during which, Tim Buja played a recording of National Public Radio broadcast that included a cut from the Spinal Tappets, [*Johnny said Mama don't cry, we've made the Big Time at last!*] the nominations for the Peter M. Roberts [a good thing] and the Boomer [not a good thing] awards were made. Receiving recognition for doing something positive went to Bill Pyle for pressing Al Christopher's bearings, [not that there's anything wrong with that], Joe Pawlak, for performing emergency repairs on the MGA on the Fall Tour, and Sheri Pyle [in absentia,] for appearing as the centerfold in "Satisfaction" Magazine. In a close vote, "Big Mama" won.

The Boomer went to "Mr. Bill" Jensen for inviting an MG with no tools, to take part in our Triumph Tour. [Mr. Bill narrowly defeated Al Christopher who had implied that Sheri's centerfold shot was airbrushed.]

After the monthly awards presentation, Pat Lobdell won the raffle for a Castrol Clock and Mark Fisher asked if anyone, [besides Jack Billimack -much to Barb's dismay]-had space for his dynamometer. Dennis Delap asked if anyone had a Spitfire/TR4/TR6 windscreen for sale; Bob "Burn-out" Steele said he was looking for TR2/3 headlight buckets; Jeff Lathrop said that he had a TR3 tub in rough shape available, very reasonable; Steve Bailey said that he had a TR4 whole or parts for sale; and Chris Smit said that he needed side glass for a TR6.

The festivities broke about 9:30. With apologies for any errors or omissions, your humble and obedient scribe,



## 2006 Board Nominees

The following ISOA members were nominated at the November general meeting to serve a one year term on the 2006 Board of Directors. Members may vote for nine [9] candidates. The elections will be held at the December 4th meeting. Additional nominations if available, will be taken at that time. Results of the election will be announced following the break at the December meeting.

- Jack Billimack\*
- Tim Buja\*
- Lorrie-Ann Fisher
- Kim Jensen
- Irv Korey\*
- Mark Moore\*
- Mike Mueller\*
- Sheri Pyle\*
- Joe Pawlak\*
- Bob Streepy\*

\*indicates current board member





**NEW ARRIVALS**

*Christmas comes early to the Kayson and Mueller households.*



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

- Mike Mueller on 12/02
- Terry Marski on 12/04
- Greg Hetzel on 12/05
- Jake Jaquet on 12/07
- Joe Byers on 12/13
- Bob Crowley on 12/14
- Donna Jaquet on 12/15
- Dave Mullin on 12/17
- Peter Schoppelry on 12/20
- Ed Mitchell on 12/21
- Price Barrett on 12/24
- Pat Morse on 12/27
- Carole Mikonis on 12/28
- Steve Wettengel on 12/29
- Ryals Cheek on 12/29

**NEW MEMBERS**

Frank Cartwright  
17W524 Sutton Pl Darien  
H:(630) 964-7196;  
W:(708) 287-8507  
EMAIL:  
fctr6@hotmail.com  
69 TR6

Craig Jesseman  
337 Sunset Ave, Aurora  
H:(630) 404-6643  
W:(630) 264-9495  
EMAIL:  
craig.ami@comcast.net  
60 TR3

Charlie Jessopp  
25780 N St Mary's Rd  
Libertyville, IL  
H:(847) 680-9041  
EMAIL:  
cebj1@yahoo.com  
60 TR3A

Pictured below are the two latest additions to the ISOA family. The top photos is of Mike "Toofus" Mueller's new bundle of joy, - a 1972 TR6. To describe this car as an "ambitious restoration project" might be charitable, but we know that if anybody can bring it back to life, its Mike.

The bottom photo shows Dave "Stumpy Joe" Kayson's "project" '75 TR6 , which brings his Triumph collection up to six [TR3, TR4, 2 TR250's, 2 TR6's]



*Ed. note: we had hoped to include the second installment of "Six Pack TRials and TRibulations," by Jeff Rust in this issue, but due to technical difficulties beyond our control, we will have to postpone it until the January issue. SNIC BRAAAPP apologizes to those of you who may have read this newsletter just to get Stalker's story. We have it on good authority that it will appear in January. [Based on part I, it will be worth the wait.]*

**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, send an email to: [toolman@snic-braaapp.org](mailto:toolman@snic-braaapp.org)

**ONLINE ROSTER ACCESS INFO**

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



## Classifieds & General Information

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

**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]

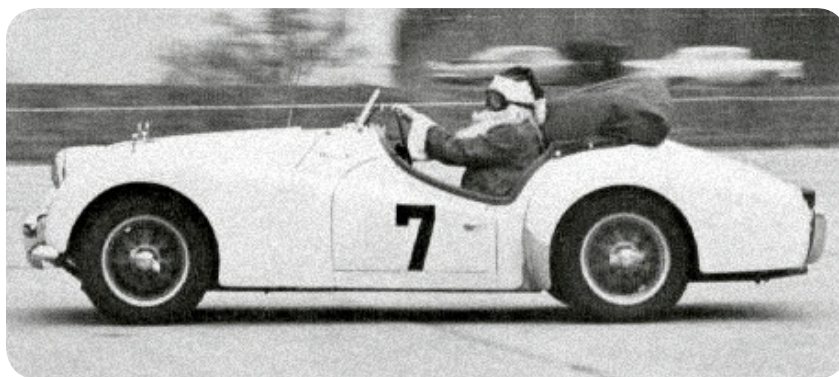
**For Sale:** TR6 engine and trans removed from a car with 42k on it. Has been sitting in garage for over twenty years. Came out of a 1972. Located in Evergreen Park. Call 1-708-341-2118 or Email danschuld@schuld.com [10/05]

**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:** Spitfire 1300 motor, small bearing/journal preferred. Condition not critical as long as there are no holes which were not in original design. Ernie Husmann ph. 262/375-3362; email ehusmann@sbcglobal.net [11/05]

**For Sale:** Engine Stand. \$35.00 Larry Nolan ph. 847/328-1861 [12/05]



**ATTENTION ALL BRITISH CAR CLUB NEWSLETTER EDITORS WITH WHOM  
ISOA HAS A RECIPROCAL NEWSLETTER EXCHANGE AGREEMENT.-**



*Due to increasing publication costs, effective January 1st, 2006, we will no longer continue to mail complimentary issues of Snic Braaapp to clubs who do not choose to reciprocate, or mail their newsletter to any address other than: Snic Braaapp, c/o Bob Streepy, 850 Kent Circle, Bartlett, Illinois 60103.*





# Fall Foliage Tour Collage



Look carefully at the car on the right from the October J. Crew catalogue. A cold drink to the first person at the December meeting who can correctly identify it. Ed.



Can't get get no "Satisfaction"? Then you missed November/December issue of Satisfaction Magazine [motto Live Well & Enjoy the Journey] that included an article entitled "Wheels of Fortune" on the BCU car show last September and featured the above graphic of ISOA's own Sheri "Big Mama" Pyle.. Thanks to correspondent Jeff Leas for the info.



*December 2005*



*THE REAR VIEW MIRROR*

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