



SNIC BRAAAPP

FEBRUARY 2006

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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 FORTY-FIRST YEAR - A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

NEW YEAR'S DAY OUTER DRIVE HERO'S DRIVERS CLUB RALLY

TEXT BY BOB "SUDS" STREEPY

GRAPHICS BY THE AUTHOR AND JACK BILLIMACK



While many of our readers were suffering the residual effects of New Year's Eve revelry, your humble and obedient scribe rejected the warm embrace of Morpheus and arose to join five other intrepid ISOAers [relatively] bright and early on January 1st to participate in the Outer Drive Hero's Rally held in Chicago. In our never-ending quest to keep you, our devoted readers, [all three of you], informed on all the Triumph related that news to fit to print, and even more that isn't, we took part for the first time as the rally navigator [?] for Jack "Spuds" Billimack.

I had innocently once remarked in reference to this event that, should Mrs. Billimack ever choose to pass on these doings, I would be willing to fill in for her as a surrogate, never thinking that she might actually forego such a fun-filled activity. It seemed that Mrs. Billimack had resolved to rearrange her sock drawer in 2006 and was anxious to get an early start on

keeping her pledge to herself, even if it meant missing out on an early morning rally in Chicago.

Jack and I headed downtown Sunday morning, January 1st and we soon found ourselves nimbly maneuvering through the concrete canyons of the Windy City in record time, due to the apparent fact that we were the only motorists on the road at that hour. There were, however, a few pedestrians ambling through the loop, several of whom were carrying on animated conversations with the crew on their mothership while others welcomed in the new year with the time honored tradition of regurgitating on their shoes.

We reached the former Meig's Field, now safe from attack from any low flying terrorist aircraft due to the diligence of Mayor Daley, around 11 AM, and were soon joined by John and Pat Neis and by Kim and Bill Jensen, who earned bonus points, in our minds at least if not in the opinion of the rally officials, for driving their Spitfire. The Spitty was the 2nd most "unusual" car there, first place going to the Citroen 2CV that also participated, although when last seen, it was still in the parking lot with its hood up as the rest of us took off. The remainder of the participants opted for relatively conventional modes of transportation, Jack and I included.

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BASH 2006

TEXT BY BOB STREEPY

GRAPHICS BY JACK BILLIMACK

The annual ISOA “Big Bash” social function known alternatively as either the last big gala of the 2005 holiday season, or conversely, as the first soirée of 2006, was attended by more than seventy ISOAers on Saturday evening, January 21. In either case, the DesPlaines Elks Club bar maids seemed grateful for the extra work, and tips, from the Triumphists in attendance. Things got underway around six PM for cocktails and general “bs”ing [specific “bs”ing started later] as The Spinal Tappets DVD, “Smell the Glovebox,” played in the background.



The wait [or possibly the “weight”?] staff did its best to undermine any new year’s dietary resolutions with succulent, hot hors d’oerves before serving a sumptuous meal with beef, chicken, or fish entrees. While the crowd was finishing desert, or in the case of at least one member-deserts-, ISOA Chief Executive Joe “Stagmeister” introduced your humble and obedient scribe who presented certificates to the nineteen Snic Braaapp correspondents who submitted articles deemed worthy for publication during the year 2005. [In other words, their crayons were sharpened enough that I was able to read them]. The 2005 “SNIC BRAAAPP Wordsmith of the Year” award went to Jay Holekamp who submitted five articles last year on a variety of topics, from attending the TRA Convention

to improving the functionality of Triumph horns. All certificate recipients will receive a complimentary beverage, as well as a hearty handshake from the editor, at a general meeting as compensation for their efforts.

Following the newsletter reporters’ awards, there was a raffle, won by Pat Morgan, for a picnic basket courtesy of LBC. The basket was supposed to have been presented at last summer’s VTR, but it “went missing” for several months, before being discovered in the Buja’s garage. There was also a silent auction for a K&N air filter for a Weber Carburetor and a set of lever shocks.

The 2005 “Super Boomer” was presented, with great fanfare, to Denny “Chopper” Capetto, who, as you may recall, drove from Rockford to Chicago with the emergency brake on his TR3 firmly engaged. He received a specially prepared brake drum with an ISOA logo on it for his efforts. The 2005 “Super Peter M. Roberts” was presented en masse to the Spinal Tappets [Mike “Wheelman” Konopka, Dave “Stumpy Joe” Kayson, Jim “Screamer” Aldridge, Dan “Wrongway” Swanson, Peter “Maestro” Conover, Mark “Silo” Fisher, Mike “Hands” Blonder, and your humble and obedient scribe] for helping make the VTR welcome reception and the post banquet, unique in the annals of VTR history.



Special “above and beyond the call of duty” awards were also presented to Ann “Hammer” Buja for her work as the VTR Chairperson, Joe Pawlak, for serving as ISOA

president during the convention, and to your humble and obedient scribe for continuing to provide ISOA members with sufficient birdcage liner in the form of SNIC BRAAAPP.



After the awards presentations, it was time for the traditional ISOA party game of “Identify the Mystery Person” a fiendish game concocted by the seemingly sweet and innocent Barb Billimack, who in truth has a diabolical side to her, as evidenced by the obscure images she and Jack collected for identification by the members of each table. Irv “Elwood” Korey’s table claimed victory in the competition, defeating our own table by a scant point answering 71 out 80 questions correctly, or so they said. [We may never know the truth since we were on the honor system of grading our own answers, although I suspect that one of the Korey’s present, not necessarily Irv, was completely-truthful in terms of this process.]



Our next activity was “Wheel of Triumph” a version of “Hangman” [not the Led Zeppelin version] created by Joe Pawlak. The game came to an abrupt end when Dave Shedor managed to solve one of the puzzles with no letters revealed. Now that’s good!

The gathering broke up around 11:00 PM. All in all the Bash is great way to ring out the old or ring the new, we’re still not sure which. In either case, everyone present seemed to enjoy the evening.

Suds

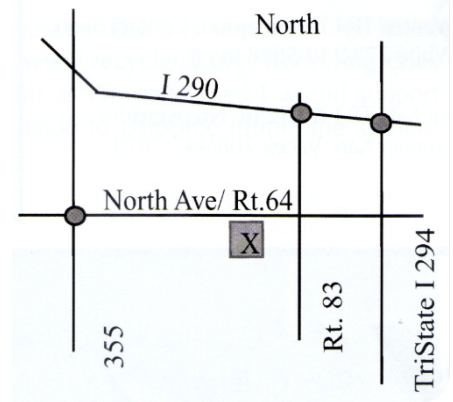
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ILLINOIS SPORTS OWNERS ASSOCIATION

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
Feb.	12*	Sun.	7:00 PM	General Membership Meeting [Board 4:30]
	18	Sat.	8:00 AM	Differential Clinic - Mueller's, 365 N. Edgewood, Wood Dale
	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]
	18	Sat.		2006 ISOA ChiliFest, - Rust's, 6236 Cotswold, Rockford
	25	Sat.	8:00 AM	Transmission Clinic - Pyle's, 320 N. Linden, Itasca
Apr.	2	Sun.	7:00 PM	General Membership Meeting [Board 4:30]
	20-3			V.T.R. South Central Regional Convention, Jenks, OK. ph. 918/455-8993 http://members.cox.net/gctok/sc-regionals.html ;
	29	Sat.	8:00 AM	Tune-Up Clinic, - Pyle's, 320 N. Linden, Itasca
May	7th	Sun.	7:00 PM	General Membership Meeting [Board 4:30]
June	3rd	Sat.		Route 66 "Sympathy for the Devil" Breakfast Tour
	4th	Sun.	7:00 PM	General Membership Meeting [Board 4:30]
	14-8			TRA National Meet, Glouster, Ohio. ph. 937/376-9946 for further info
July	2nd	Sun.	7:00 PM	General Membership Meeting [Board 4:30]
	19-23			VTR Convention, Irving, Texas - ph. 214/675-9311 for further info
Aug.	6th	Sun.	7:00 PM	General Membership Meeting [Board 4:30]
	11th	Fri.		White Trash III Sycamore Speedway



***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. Objects in mirror may be closer than they appear. Women who are nursing or pregnant, or may become pregnant, should not read SNIC BRAAAPP without first consulting a health care professional.

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



A LITTLE BS FROM BS



NEWS AND VIEW FROM THE
BUSTED KNUCKLE GARAGE



So I swung by my buddy Vinnie the Ratchet's joint to shoot the breeze the other day. He was replacing a mass airflow sensor on a Buick Park Avenue and, I'm not making this up, he's humming

"A cheery good morning, Suds. How ya doin'? Nice to see ya. Ain't it a beautiful day?"

Now you have to appreciate that Vinnie is at all times the perpetual the personification of doom and gloom. He works in negativism the way Dutch Masters worked in oil. He has elevated pessimism to an art form and makes our ISOA designated curmudgeon seem like Tom DeLay posing for a mugshot at central booking, but today he's as cheerful as GW defending his most recent scheme to circumvent the Constitution.

"What the hell is with you?" says I, "I've never seen you so, well, like happy, before."

"Suds," says he, "January is my favorite time of year. Cars usually break down now more than ever. All those cheap bastards that tried to save a buck by not doing any winterizing last fall are paying the price now and I'm here to take their money."

"Yea," I said, "but you'll take the pennies off a dead man's eyes when it comes to ripping your customers off year round and I've never seen you look like this. If I didn't know better I'd say you're almost giddy. What else is so special about this time of year?"

"Well, if you must know," says

he, "it's the Christmas season."

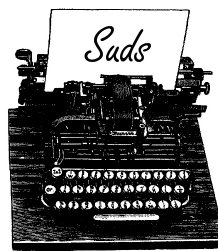
"Whadda you mean?" I says, "Christmas is over."

"Yea," he says, "Its over! It's freakin' over for another year! We have almost twelve whole months without havin' to deal with all this 'Merry Christmas' and 'Happy New Year' BS. The old lady has put away all them dust collectin' holiday knick-knacks, nobody is hitting me up for my hard earned cash to help the less fortunate, and I can listen to the radio without hearing 'Gramma Got Runover by a Reindeer' or 'Jingle Bell Hop.' I took down all them gaudy Xmas lights, half of which never worked - I'd swear they was freaking Lucas if I hadn't read on the box that they came from Taiwan - off the front of my house which made it look like a Vegas strip joint and ran up my light bill. Most of all, I ain't got to go shoppin' for stuff that nobody wants, don't need and I can't afford," says he, while what must pass for a smirk comes across his face. "I ain't got to pretend that some fruity sweater I'll never wear or a bottle of cologne that smells like it come off a dead whore turned inside out is 'just what I wanted.' Best of all, I know I've got a reprieve from seein' my in-laws for at least a couple a months. It don't get much better than that."

"Vinnie," says I, "How can you be so callous? Surely you realize that the holidays are a time for giving and sharing. It's a special time of year for people to come together in fellowship and bask in the warm glow of sharing the special bond that only comes with family and friends."

"Yeah", says he, an even bigger grin beaming from his grizzled countenance, "I know. Now gimme that damn 9/16 open end, and hold the trouble light steady and for once try not to shine it my eyes."

"You don't need no trouble light," says I. "That stupid smile on your face is given' off enough light as it is."



ISOA TECHNICAL EXSPURTS

TR3	Bill "Whizmo" Pyle 630/773 4806
TR4	Pat "PowerBulge" 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 Paint, Body,	open





Are you a minority? This question was not some query looking for some ethnic geopolitical answer. I was just curious if you fall into a particular category.

Then again one man's minority could be another's quest for elitist classification. So what prompted this unusual opening paragraph from the president? It comes down to the power of observation and the declaration of the obvious when it comes to ISOA and it's members.

Each year there are several articles in magazines and newspapers with findings about large percentages of stupid

Continued from page 1

The theme of the 2006 edition of the rally, which dates back at least five decades, was "Chicago Hot Dog Stands" and related ephemera. Jack and I studied the preliminary handout on the history of mortuary science in Chicago, which proved to have absolutely nothing to do with the rally,



very closely in hope that there would be some correlation between Slovakian funeral homes and Hot dogs, but apparently the

rally master has a very sadistic sense of humor or perhaps wanted to get an early start on April Fools.

After a brief driver's meeting, a 57-question [e.g. "Isn't NASCAR just the WWF on wheels?"] rally sheet was distributed to the participants and off we went. Jack determined that we should scan the questions for locations that we had actually heard of, which quickly reduced the number of questions that I could answer to one – [1080 West Addison], but fortunately for Team Snic Braaapp, Jack actually knows his way around the city, as opposed to your humble and obedient scribe

American citizens. These are the folks who, it surveyed, could not find the United States on a map, couldn't balance a checkbook, couldn't understand descriptive paragraphs and explain simple stories.

I never really disputed this data since as long as there was All Star Wrestling and Jerry Springer, there would have to be stupid people around I am comfortable with the thought that I don't fall into any of those categories, much like the members in ISOA and any number of friends.

We can certainly read a map as we generally drive cross-country to many events. [I know our caravans didn't pull up in Pago Pago asking for directions]. Balancing a checkbook is a number one priority as this establishes the discretionary budget for car parts. We also translate complex text from service manuals written in the Queen's English that the original authors would be hard pressed to explain. I know that when we meet each other, the

who seldom ventures east of route 53 unless under threat of severe bodily harm or a chance to enjoy Lou Malnotti's Pizza.

Jack decided that we should concentrate on the north side locations and we meandered around the city for a couple of hours attempting to decipher some of the clues. We actually found a couple of the locations and even crossed paths with the Jensens's in front of Wrigley Field.



The end point was Lou Malnotti's on Wells where we all met to compare stories of our various and sundry [mis] adventures and enjoy some pizza and beer, [thus breaking, after nearly 15 hours, both of my New Year's resolutions – quite possibly a new record].

The Neis' had started on the south side and worked their way north, while the Jensens began in the loop and worked their way out in a pattern. Jack and I, on the other

topic of discussion is many times describing some new mechanical discovery and not a high score you got in Grand Theft Auto.

So how deep do we fall into the minority? From what the articles were stating, we are already in the upper 10%. You pretty much need to be up there anyway to own a British Sports car and keep it operational. But that gets us deeper yet. Of that percentage, who has the ability to work on his car? Which of that upper percentage consists of auto owners who park a \$25,000 car outside in the snow while a \$4500, 40-year-old car sits in a dry garage. Of that percentage, go deeper to individuals who salivate over the latest throwout bearing and clutch kit. This is a percentage of the population that is infinitely small. Be proud to be the minority and we shall inherit the earth. Wait, that's the meek and the earth is a bit messed up right now.

Ok, we are well read, understand maps and can fix things. Ahhh crap can't do it now, Jerry Springer is on.

hand, thanks to my familiarity with the City of Broad Shoulders, followed no organized plan to speak of. The results showed it.

Altogether, there were twenty cars entered and the ISOAers finished in the middle of the pack, a good thing too. Those who came in last were forced to suffer unbearable ridicule from the rally master, while those who won received prizes [1st place was ticket to the Black Tie Friday evening Auto Show worth \$200.00], but also would be responsible for planning the 2007 rally. Anyone bold enough to challenge the official answers was humiliated into meek submission, [a teaching tactic I relied on extensively during my years in the classroom.]

All things considered, it was a most triumphant way to welcome in the New Year.

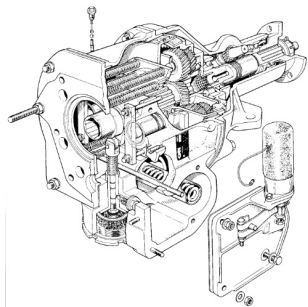
Suds



The following article is reprinted with permission from the Quantum Mechanics website. To read other similar material or to view some great graphics, [as long as they aren't from your car], click on: <http://www.quantummechanics.com/categories.php?op=newindex&catid=11>

TOPIC OF THE MONTH

OVERDRIVE OIL RECOMMENDATION



Gang – I apologize for not writing an article for some time, but between the rough winter and everything else going on, it was impossible!

I want to express our experience and opinion on the topic of the proper oil for use in the Laycock de Normanville overdrive units. We constantly get into discussions (and sometimes heated debates!) with British car owners on this subject. This month's discussion will invariably get some interesting responses as it seems to be a rather emotional (and not necessarily logical) discussion item for British car overdrive owners.

Let's start out with history. Historically even the recommendations from various car manufacturers are confusing. Some say to use multi grade oil (MG manuals), some hypoid oil (Triumph manuals), some non detergent oil and some even recommend automatic transmission fluid! No wonder everyone is so confused!

Many years ago (in a land far, far away (OK it wasn't that far away or even that long ago)) we ran an experiment on overdrive oil. We rebuilt an A type overdrive unit and initially ran it with 30 weight non detergent motor oil. When spun up on our test bench at 1,000 RPM, it reached a normal pressure of 400 PPSI.

When shifting the pressure dropped to 300 PPSI and quickly recovered to 400 PPSI. All was right in the world of overdrives.

We then drained the oil and replaced it with 10W30 multi grade oil. When spun on the test bench, initially it tested fine. However, after a few minutes of running, the oil pressure dropped to 300 and when shifting, to 200. Upon observation of the internals of the operating overdrive we found bubbles developing in the oil pump body and oil pump output passage. We surmised that the detergents in the oil were causing the oil pump to cavitate, and develop air bubbles as it pumped.

We then drained the oil again and replaced it with 90 weight hypoid oil. This time the oil pressure jumped to 600 PPSI! When shifted, the pressure dropped to 450 PPSI, which made the shift immediate and harsh. After a few minutes of running the oil pressure actually began to climb even higher. (Which made no sense since we thought the oil would thin out and the pressure would drop). We finally shut it off at 750 PPSI as we did not want to damage the unit. Even though the overdrive unit was now in the non overdrive position (solenoid disengaged), the overdrive was now stuck in overdrive and would not come out. The higher pressure had driven the sliding clutch member so hard into the brake ring that the clutch return springs could not return it to the non overdrive position. A tap on the brake ring with a hammer (the universal overdrive release tool), shifted it back into the direct drive position. After running a number of these test with the same result we found what was happening. The oil holes in the accumulator sleeve are very small. The 90 weight oil was so heavy it could not escape from the accumulator chamber as fast as the oil pump could pump new oil into it. So even though the accumulator piston had passed the oil hole relief position, the pressure continued to build up because the oil could not leave the system as fast as it was being pumped in. The accumulator piston actually bottomed out in the sleeve (similar to coil bind

on valve springs). When removed we found the accumulator spring had been compressed and was no longer useable.

After replacing the spring, we then tried automatic transmission fluid. We saw the same results as we did when we used the 30 weight non detergent oil.

We then tried synthetic oil and the unit also worked OK although it began to leak from all sorts of places it had not leaked from before.

Based on these tests we have since and continue to recommend the 30 weight non detergent motor oil as the best oil to use in the overdrives.

Some other experiences with customer overdrives over the years have reinforced this choice. For example, we found a Jaguar compact overdrive with a broken accumulator piston and bent spring when it had been used with 90 weight oil by the owner. When the piston and spring were replaced and the unit filled with 30 weight non detergent oil, it functioned normally. A customer LH overdrive unit that was filled with 90 weight oil "pulsed" between direct drive and overdrive without even being switched on electrically. When the oil was flushed and replaced with 30 weight non detergent oil the unit worked normally.

Other noted problems with overdrives filled with 90 weight are excessive wear on the oil pump plunger wheel and the eccentric cam, probably due to the higher pressures developed. Also the clutch lining seems to be more deteriorated in units with 90 weight oil than those with 30 weight oil.

The use of non detergent 30 weight oil does not seem to affect the transmission parts or function. Bearings, synchros, gears and hubs do not seem to function any less effectively with the non detergent 30 weight oil as with 90 weight gear oil.

So there it is gang, our scientifically based rationale for using and recommending 30 weight non detergent oil in Laycock overdrives. I welcome further discussion and feedback on this topic by anyone interested. As always, thanks for reading this article!



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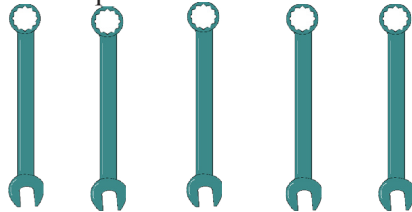
Faithful readers of this column [ed. note to the unfaithful: "Repent you wicked and accursed sinners or be cast onto the everlasting lake of fire and brimstone!"] know that we have often evaluated books that deal generally with Triumphs. [Book reviewers motto: "we read 'em so you don't have to"] This month, we're going to vary our subject matter slightly [we can do that because we are the editor] and take a look at a new publication that may be of special interest to our readers, [both of them]. Hemmings -The Old Car Bible- has been around since Hector was a pup and as many of know, lists cars and parts for sale, along with various services of interest to the old car enthusiast.

In recent years they have also begun to add auction results and a few other features of interest to the hob-

byist. However, the parent publication has been traditionally been strongly weighted toward domestic antique and muscle cars and has generally offered minimal material of interest to those who may be partial to European Sportscars.

That all changed with the publication of their newest periodical "Sports & Exotic Car" Magazine. This is not your father's Hemmings. It is a 9 x 11 full color, 120 page monthly, printed on glossy stock that began circulation in September of 2005 and was an immediate hit, in our humble opinion. [We sent in our \$18.00 subscription check as soon as we finished reading the first issue. The next five issues have done little to diminish my initial favorable response.] The contributing editors include Triumph expert and VTR Magazine editor Mike Cook. Each issue so far has included at least one featured article on a Triumph, and the other stuff ain't too shabby either.

There are plenty of ads on products of interest to us in the Triumph asylum, along with special features, restoration articles, drive reports, book reviews, racing news, and auction reports, along with columns from some extremely knowledgeable and articulate writers, all of whom write in Americana, a dialect unfamiliar to our cousins on the east side of the pond. The graphics are great too. This is car porn at its best. On the Suds-o-meter, we give this one all five spanners.



SHOE



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Dear Editor,

As you know, most I.S.O.A.er's have nicknames that are self-explanatory. I have been christened in the I.S.O.A. cult as "Burn-out" Bob (Steele). Some may think that this is a drug reference to my 60's days (which lasted to about 1980). Although there is a little truth in that, as there was some drug experimentation by me. However, those days have been long over and I have not taken any drugs in years other than the acid I drop before I read my monthly copy of Snic Braaapp, and of course writing this letter. I have found doing so makes the monthly issues come alive figuratively (as well as literally.) So alive that yesterday last month's issue chased me around for several hours before melting into a pile of candle wax.

But the main reason for my nickname emanates from my TR 8 back tire wear. The tires seem to have a tendency to spin each time

I move forward. To the untrained auto aficionado, this would seem to be a little odd especially given that I am at the age that I should be driving a Mercury Marquis or a Buick LeSabre with a permanently wired left directional on. What few people realize, is that I am spinning the tires in the interest of safety. (Not withstanding that hill-climbing episode which was caused by some loose gravel that I hit at 100 plus miles per hour, resulting in several spins of the car that catapulted it rather close to 3 corner workers, including Judge Dredd.) A change of underwear and they were all good as new.

Anyway, back to the safety aspect. Far out! The pen is leaving vapor trails. By "burning-out". I am of course heating up the tires to ensure better traction and safety. However, if I were known as "Better Traction" Bob, it would lack a certain panache. So I have accepted the "Burn-out" moniker in the name of safety and I encourage the other I.S.O.A. members to also practice safe driving as well.

I have to go now, as the walls are changing colors and singing German marching songs and I, of course, have to sing along with them, other wise they get offended and change into a green that is the same color as Keith "GastroBoy's" TR 3.

Regards,

Bob "Burnout" Steele

Dear Editor,

I just got around to reading the May 2005 issue of Snick Blech. I noticed that you have designated the International CXT official ISOA Tow Vehicle. I recently had occasion to park next to one of these trucks and I took these pictures of my car next to it just so you get a "perspective" of the size differential between my Triumph and the CXT. Don't you think that perhaps the CXT is a bit "overqualified" to drag a Triumph?

Ed Krakowiak, Downers Grove



You can never have too much of a good thing Ed

If you did not send your dues renewal form to Tim Buja, [inserted in January newsletter] mail a check made out to "ISOA" for \$25.00 for 2006 dues to:

*Sheri Pyle
320 North Linden Street
Itasca, IL 60143-1840*





SNIC-BRAAAPP

ILLINOIS SPORTS OWNERS ASSOCIATION

FEBRUARY 1996

All The News That's Fit To Print and Quite a Bit That Isn't
Jake & Elwood Manteno, Editors

TEN YEARS AGO THIS MONTH IN SNICC BRAAAPP

A BRIEF TRIP BACK DOWN MAMMARY LANE
WITH JAKE & ELWOOD MANTENO

Return with us now to those thrilling days of yesterday as we traverse the wormhole of time back through the Magic and Mystery of time-travel. Calibrate your transponders to 1996 [Just be sure to line your helmet with copious amounts of tinfoil and polyunsaturated luncheon meat.]

The February 1996 issue of Snicc Braaapp, now prepared on a word-processor, totaled 10 pages and included a reminder to attend the meeting at the Round Up Saloon. The calendar appeared eerily similar to the one on page 3 of this issue in that it listed a chili party in 1996 hosted by the Buja's, a transmission clinic at the Pyles', a tuneup clinic at Shedor's along with a list of summer car shows [Wi. British Car Field day in Sussex, VTR in Albany, NY. The Roadster factory Summer Party, Quadfest in LaCrosse WI, BCU, X VSCDA at Elkhart, [Triumph was the featured marque].

Newly inaugurated president Jeff Rust wrote his State of Union address as follows:

A Message From the Stalker....er, President

"Some of you know me or have read my articles in various newsletters including SNIC-BRAAAPP. For those unfamiliar with me, I have volunteered for this months "Member Spotlight". I am....your president. At five years old, like so many children, I dreamed of someday becoming president. Be careful of what you dream for. Sheri Pyle leaves a large but short void to fill as exiting president for ISOA. I hope I can continue to steer ISOA into position as we head towards the changing environment of Triumph Clubs in the year 2000. You can't buy Triumphs anymore. What we have is what there is. What there is is what we enjoy the hell out of driving! Let's party!"

Jeff
Your President

New Members in February, 1996 were Evie & Jim Rossol of Wheaton and, Bonnie & Rich Seelinger of Crystal Lake

In the ISOA Marketplace ten years ago, you would have seen these ads

For Sale: GT6+ and a second GT6 parts car. GT6+ is from New

Mexico with a good body, parts car is rusty with good running gear. Both have overdrive. \$3000 for both.

For Sale: 72 TR6, original owner is selling due to a new baby (speaking from personal experience, he is making a huge mistake), a Southern car that moved up here with its owner, 90,000+ miles, repainted in the original yellow color 5 or 6 years ago, nice condition, \$6500 or best reasonable offer.

For Sale: Black & Decker Air Station (\$25.00) and Dremel Moto tool with variable speed adaptor (\$40.00), both in excellent condition.

For Sale: Factory hardtop for 78 Spitfire, pimento red, in excellent condition. \$300 or best offer.

For Sale: 76 TR7, green exterior, tan interior, 35,000 miles, asking \$2500.

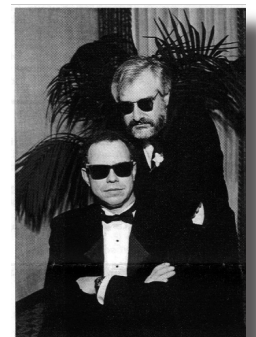
Big Bash 1996 Report

"Another Big Bash has come and gone and another great time was had by all that attended. About 50 of us invaded the Cadillac Ranch in Bartlett. The room was equipped with a Triumph like heater. Most of the time it didn't work at all, but when it decided to go on, it really warmed the place up. Prodigious quantities of chicken, roast beef, pasta, potatoes, and even some green vegetables were consumed. Of course, none of that silly food got in the way of the beer Slides of 1995 events were shown most of the evening, and special awards were presented. The 1995 Member of the Year was Hammer Buja. Anyone who attended the North American Triumph Challenge in Rockford last summer knows why. Like all events where there are a lot of us in 1 place, we had lots of laughs and good times. And just to let you know that our club is in good hands, President Stalker was the last one to leave, staying to make sure everyone got off okay. He says he wasn't there later than 2, or did he say Tuesday"

The newsletter also included a great article by Jeff Rust on the 100th anniversary of the Duryea Reliability Run from the Museum of Science and Industry to Evanston entitled: "TR" Tours with Jeff Rust-The American Autosport Centennial 1895-1995, 'When Chicago Introduced the Automobile to America' [ed. note: If you missed that one, the 150th will be 2046]

And that's the ways it was, February 1996, [imagine Walter Cronkite's voice] except now,

YOU WERE THERE!



THE WHITE STUFF



BY MARK GILLIES
PHOTOGRAPHY BY
MARTYN GODDARD

Talk to anyone who remembers the days when sports-car racing was actually relevant in America, with the Sports Car Club of America as its most important player, and they'll remember the Jaguars and Triumphs that were raced with huge success by Group 44. Bob Tullius's organization is best remembered for its IMSA Jaguars and SCCA V-12 E-types, but Group 44 made its mark with Triumph, which was sold under the same umbrella, for much of the late 60s and '70s. Tullius himself raced Triumphs in SCCA events from the early 1960s, but the most famous of his TRs is probably the white and green-striped TR6 that mopped up D Production racing in 1Q75 and 76. This was a neat-looking car, with a raked stance. Minilite wheels filling bulged arches, blacked-out headlamps, and a low green windshield. A TR6 with some attitude, in other words. Bill Warner's Group 44 TK6 looks meaner and smaller than it does in thirty-year-old photos. Completing the transformation from roadster to racer, there's a deep chin spoiler and a huge

rollover bar that was modified for movie star and racer Paul Newman when he won the T) Prod title in 1976. The totally gutted interior is a study in minimalistic efficiency. A smattering of gauges on a black panel, a bare Black-painted Hood, a cozy black bucket seat, a dainty alloy shift lever, and an auxiliary panel on the transmission tunnel for starter, fuel pump, and ignition denote that this is a place for business, not fun.

The car was carefully prepared for racing. The 2.5-Liter in-line six-cylinder engine had a nitrided crankshaft; racing pistons, camshaft, and oil pan; and a tweaked cylinder head. These boosted power from 150 hp to a lusty 220 hp. Originally, the car ran C Production with Fuel injection before being fitted with Stromberg carburetors to compete in D Production. (It now has triple 40 DGOE Webers.)

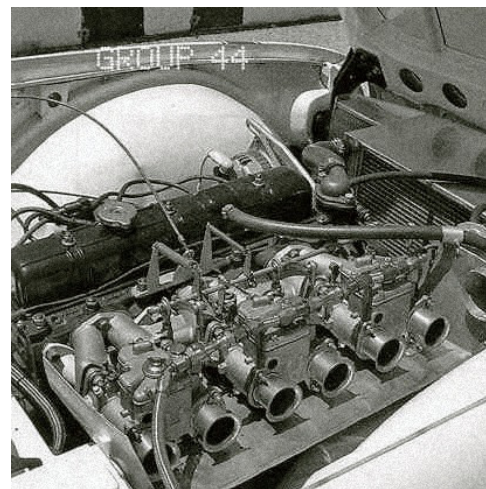
The front suspension was essentially stock, with Koni dampers, but solid bushings replaced rubber, meatier custom spindles and a bigger antiroll bar were added, spring rates were increased, and E-type pistons and calipers were used. At the back, the TR6 semi-trailing-arm layout remained, but the lower arms were changed for clearance on the wider tires, Corvair spindles were used, and Mercedes half-shafts were fitted. Coil-overs replaced the coil spring and lever damper arrangement.

The upshot of all these changes is a TR6 that drives, well, nothing like a TR6, which we reckon is a clunker—lots of go

but with the manners of a vulture. The Group 44 car is a sweetheart, fast but not scarily quick, and easy to drive. The engine makes an incredibly loud rasp, courtesy of monstrous tailpipes and no mufflers, and it pulls strongly from 4000 revs. The car feels stiff, planted, and well sorted. It tends to understeer mildly in faster corners, with a little bit of lift-throttle oversteer to revector the car on the way in. Once you're up to speed, everything works nicely, from die direct steering to a positive shifter and excellent brakes.

The TR8 is a very different proposition. Built for Trans-Am and IMSA GTO racing, it is much more heavily modified. The shell is standard, with a fiberglass nose and trunk lid. In the wind tunnel. Group 44 discovered that the stock body gave 400 pounds of lift, so even with the huge rear spoiler and a rout-mounted deflector, all they could do was eliminate the lift.

The strut front suspension has a remanufactured upper end to allow camber and caster changes. Single adjustable Koni dampers, a revised lower control arm mounting point, stiffer springs, and an adjustable antiroll bar completed the picture. Huge 12.8-inch-diameter AP brake discs were fined up front, with four-piston calipers all around. The rear suspension retained





the live-axle layout, but Group 44 made its own top link and a Watt linkage for lateral location. A fully floating hub arrangement and a nine-inch Ford ring-and-pinion were among the other modifications. Super-wide sixteen-inch wheels shod with gum-ball Goodyear slicks give the car an almost square stance. Tullius recalls, ""We used to mark the wheels on die shop floor and couldn't work out which way it should be sitting." Lawton Foushee, who started wrenching with Group 44 in 1970, adds, "We were never scared of running against the big-block cars because the wheel base- to- tread ratio was the same as a Porsche 934's."

Under the hood, a Rover V-8 engine is mated to a Warner T-10 four-speed transmission. The engine was stroked to 3.9 liters with a Crower crankshaft and rods and a slight overbore. Foushee says, "We put a girdle on the bottom end, as it didn't look that durable." With Kinsler-modified Lucas fuel injection, titanium valves, AMC roller rocker gear, racing pistons, and Crane cams, the engine produced up to 375 hp, handy for a car weighing 2350 pounds.

The TR8 won its first two Trans-Am races, at which point the SCCA requested 400 pounds of ballast to slow it down. Tullius quit the series, returned to

win the season-ending event at Laguna Seca—and to finish second in the championship—but moved to IMSA and its GTO category in 1980. Tullius and Bill Adam came in sixth overall at Sebring that year. Over the course of the season, Tullius placed second in GTO, with

Adam fourth overall.

Just like the TR6's, the TR8's cabin is all business, with a maze of roll-cage tubing, a simple bucket seat, and a plain black instrument panel with a smattering of Stewart Warner secondary gauges and a Jones tach.

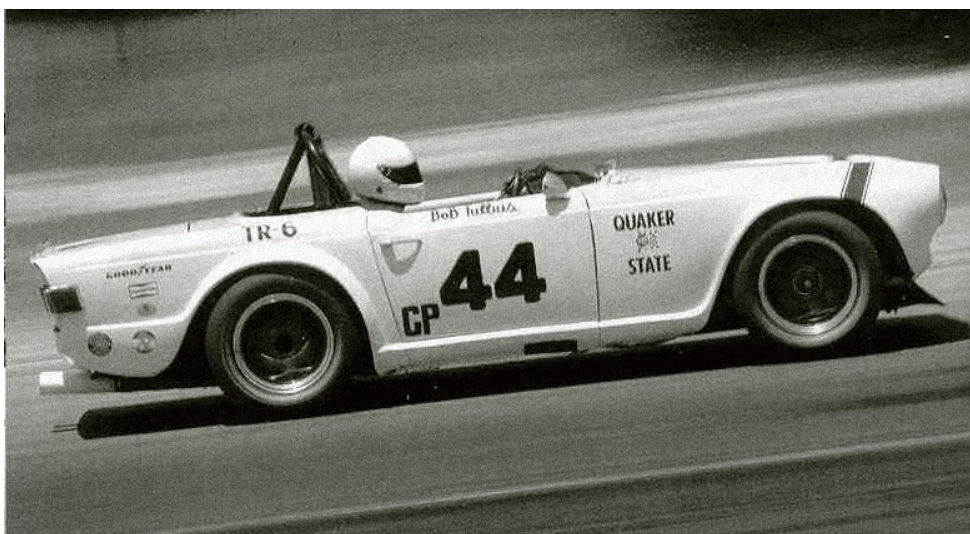
The car may look cartoonish, but it certainly sounds serious. The sewer-pipe-sized side exhausts emit a hard-edged burble at idle that turns into a full-on, deep V-8 growl that's a dead ringer for a NASCAR stocker. Accompanying this crazy noise is meaningful



thrust, with the car rocketing forward from 3000 rpm to the 7000-rpm redline. It feels incredibly stable at the Roebing Road track near Savannah, Georgia, where we're probably pulling the right side of 160 mph. Foushee says it was geared for 190 mph on long tracks.

Tullius says the TR8 is the best car he ever drove, and it's easy to see why as the laps mount and you get more comfortable. You expect a car with these dimensions to be as snappy as an early Porsche Turbo on bald tires, but the TR8 is perfectly balanced as long as you get on the power early and smoothly. With a locked rear end, it will plow until harvest time if you turn in on a trailing throttle, but that seems to be the only vice. There's lots of grip from the slick tires, under braking and in the turns, and it is much easier to drive than a contemporary Porsche 935, a car that's compromised by monstrous amounts of turbo lag. Our only complaint about the wee beastie is that on a 90 degree clay, it felt like a sauna inside.

Both cars are terrific to drive and show what a good group of practical engineers can do to transform average-to-good street cars into fine racers. And that, along with outstanding driving talent, is why Group 44 was such a successful outfit.



The preceding article was provided by Ed Krakowiak. It originally appeared in the April 2005 issue of Automobile magazine and is reprinted here with the written permission of the author as provided to Snic Braaapp by Ed. We would like to express our gratitude to the author and to Ed for providing us with this material.



Rest ore Braaapp

FROM BEATER TO BEAUTY II
BY MIKE MUELLER
AS TOLD TO BOB STREEPY



Even though I was not actively seeking to augment my fleet of Triumphs, when Jack Billimack told me of a guy in nearby Rolling Meadows who was planning to crush a TR6 if he couldn't find somebody to haul it away, I was curious. On November 13, 2005, after contacting the owner, my son Christopher and I drove to the owner's home to have a look at the car. It was a 1972 TR6 that hadn't been driven since the 80's. The owner had stored it in his one car garage for some time and apparently his significant other was weary of leaving her car out for another winter and had given him an ultimatum to the effect that either "my car sleeps in the garage



or you do."

There were no wheels or tires on the car, but I had brought a set from my TR6 to use temporarily. The car was buried beneath an accumulation of two decades of debris and it was obviously not running, but at first glance, it looked to be fairly complete. The owner stated that he had the missing components, [gauges, seats, alternator, etc.] that weren't in the car, but he would get them later. The brakes were seized and we had to tow it a few feet to get them to release. The car seemed too good to crush and so I decided to take it off his hands. A few hours later CC83394U saw the light of day for the first time in nearly twenty years and was resting in my driveway.



I talked to Bob Streepy, whom I had helped when he did a frame-off on his 1971 TR6 a year or so ago, and we agreed that the restoration of this car might make for an interesting ongoing Snic Braaapp series of articles. He came over and looked the car over and we discussed the pros and cons of the project.

After a couple of beers, I decided that I would do a frame off concours restoration, even though the car's original paint code was 23 – Sienna brown, not my, or anyone else that I know of, first choice in color. We also thought that we would invite any club members to watch as the restoration took place so that they might learn from our efforts.

This will be my second frame-off on a TR6 and Streepy's third. Between us, we hoped that our previous experi-

ence would make this project go fairly smoothly. I am an accomplished welder and I have most of the equipment in my garage to do the bodywork and painting, usually the most expensive component in a restoration. We anticipate that the most expensive aspect of this restoration will be to acquire a complete interior kit and to have the engine rebuilt. Our objective is to do all of the work ourselves, except for any machine shop work on the motor.

The frame seemed to be OK, but experience has taught me that the only way to really know the condition of the frame is to remove the body and go over the entire frame carefully, which is what we decide to do. On November 21 I began to soak all the body mounting bolts with PB Blaster in preparation for removing the body tub. While the penetrant was doing its thing, I took inventory of any surplus parts from my 73's restoration that were still around. I also had some steel channel that I had used on my frame, not to mention Konopka's, Billimack's, and Kayson's over the years to use if frame repairs proved necessary.



In December, Streepy followed me to my cabin in Northern Wisconsin to store my TR8, thus freeing up some critical garage space before removing the body. Bear in mind that with the body off, I would need room to store the body inside and also enough room to work on the frame. and I still had my TR6 to keep inside my two car garage. The trip back gave us a chance to talk about the



project in more detail and by the time we got back, we were in agreement that we would try to complete the project in time for the spring of 2007.

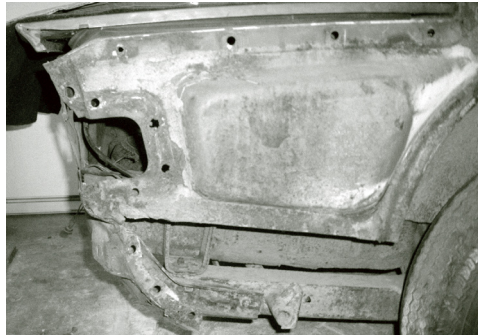
On December 9, I removed the



rear fender on the passenger side where the most obvious damage to the body was. The car had been hit in that quarter, but there didn't appear to be any frame damage. The rear valence was also hit, but fortunately, I had an extra from my 73 that needed some work, but was better than this one. I checked the inner fender for rust, and did not see any. This is an area that is highly prone to tinworm, I was glad to see that it hadn't affected

that area of this car. One interesting observation I made at this point was that it does not appear that any undercoating or sealant was ever applied to the mating surfaces between the B post and the rear fender.

The fender is held by 14 acme



screws and the removal is very straightforward. I kept all of the fasteners and put them into Streepy's tumbler with a quart or two of black beauty media. The tumbler is slow cooker of parts cleaners - set it and forget it. A couple of days later, the fasteners were free from corrosion and rust, and after a light coat of oil, will be good as new, for this applica-

tion.

Out of curiosity, I also stripped the paint off the trunk lid. It was at this point that I had to actually spend any cash on this project for this first time. I bought a gallon of paint stripper [\$14.00] and the old paint eventually lifted and interestingly revealed some spider webbing on the bare metal that must have been there before the paint was applied.

In my next installment, I hope to write about creating a powder coating cabinet for fun and [hopefully] profit. Stay tuned for additional late breaking developments as they occur.

Toofus



Time spent as of 12/31/05 - 15 hours

It occurred to us here at Snic Braaapp Towers that Mike could probably use a little extra cash to put toward his project. The article below might provide him with the opportunity to earn some "mad money." At \$50.00 a trick, Diane figures Mike could earn up to an extra \$100.00 a year. Ed

LADIES, WELCOME TO HEIDI'S STUD FARM
By Shawn Hubler
Tribune Newspapers

LOS ANGELES—Former Hollywood madam Heidi Fleiss bid farewell to Los Angeles this week and put out the word: She's looking for a few good men.

In a move bound to hearten aspiring Deuce Bigalows, Fleiss said Wednesday that she was joining with a Nevada brothel owner to open the state's first house of prostitution in which men cater to women. Fleiss, whose partner notified Nye County officials of the plan this week, said they would charge 1250 an hour and call it "Heidi's Stud Farm."

"Women are more independent these days; they make more money; and it's hard to meet people," Fleiss said as she packed for what she said

would be a permanent move to Nevada.

"You wouldn't believe the number of women who've told me, 'Heidi, if you do this, I'll be the first one in line!'"

Fleiss became notorious in the 1990s for running a prostitution ring catering to show business people and international businessmen. She eventually was convicted on charges of money laundering, pandering and tax evasion. She was released in 1999 after serving 21 months in prison.

Fleiss has been exploring the possibility of opening a legitimate business near Las Vegas.

She soon turned to the oldest of trades again, which is legal in parts of Nevada, and made a deal with Joe Richards, who owns three Nevada brothels.

In a letter to the Nye County liquor and licensing board, Richards said Fleiss would remodel

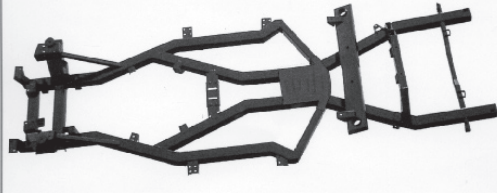
and change the name of one of his existing bordellos, the Cherry Patch, about 20 miles north of Pahrump.

Fleiss added that she plans to swap the bordello's Western theme for a more Hollywood look, with waterfalls and palm trees. "It's gonna be like Leo DiCaprio in 'The Aviator,'" she said, "and I'm going to put out a casting call for about 20 guys—I bet I get thousands of applicants."

Los Angeles Times



AP file photo
Heidi Fleiss wants to open Nevada's first house of prostitution that caters to women.



During our brief stewardship of this esteemed journal, we have attempted to refrain from product or service reviews, lest anyone suspect us of impropriety in terms of writing a favorable report on a vendor or service facility in exchange for filthy lucre, not that the occasional gratuity from a business wouldn't be appreciated, its just that so far, nobody has offered. We are going to break with the policy of product laissez faire in this instance [we can do that because we are the editor] to inform our readership of a new product [even though they didn't offer a bribe] on the market that we feel will be of interest to our readers [i.e. "news", certainly a Snic Braaapp first.]

Roadtronics Automotive Technologies Company of Yaphank, New York has begun the marketing of a new frame for IRS Triumphs. We recently saw their ad in the VTR quarterly and also in Hemmings Sports & Exotic for new frames and called them to get some information to pass along to you. I spoke with Tony Vigliotti, president of RATCO and he was kind enough to send me a promotional booklet on this product.

Tony is a member of Long Island Triumph Association and was involved in a club project to widen a stock TR6 frame in order to accommodate a TR8 motor. [Some of us saw this project at the 2003 VTR convention where it was display in the showroom of the Roadster factory.]

The quality and workmanship on that frame was such that Tony found himself being commissioned to build more frames for other Triumph owners who were impressed with the frame he had built and RATCO was born

RATCO has developed and built a set of jigs and fixtures to assemble, align, and weld the components required to reproduce an IRS [TR4A, TR250, and TR6] frame. The RATCO frame features redesigned swing arm mounts that are smaller but use thicker material, a modified steering rack design, and a bolt on lower T-Shirt frame support to allow for easier work on exhaust components. The front cross member is also moved up half an inch to facilitate changing fan belts.

The differential mounts and rear spring towers are well known as the Achilles' Heels of IRS Triumphs and RADCO has redesigned them as well, using heavier gauge stock on the mounting pins. The frames are also gusseted internally or externally at the stress points known to crack or fatigue.

The frame itself lists for \$2450.00, without any coating, but RATCO also offers some optional items. They will coat it with rust resistant chassis paint for an additional \$250.00 or they can powder coat it for \$500.00. They also offer to fill the frame cavities with rust inhibitor for \$150.00 or fill the channels with foam for \$200.00.

They also offer coil over shock conversions for \$250.00 or rear tube

shock conversion brackets for \$175.00. In addition, they offer a rear sway bar set up for \$175.00 and a front sway for \$155.00. The company estimates that freight will run around \$350.00 or customers may pick up the frames at their shop in New York.

While these figures can easily add up to more than \$3000.00, frame repairs to a 30-year rusted out frame may be just as pricey. Certainly, locating a rust-free Arizona frame that has been sitting a climate controlled garage since 1975 is a nice fantasy, but that doesn't happen too often any more. Check E-bay and you'll find frames anywhere from a few hundred to more than a grand, depending on the condition, and some EBay sellers are known to be unscrupulous. For somebody doing a frame-off restoration and is looking to do it right, this might well be worth checking out.

I plan to bring the RATCO information booklet to the February meeting, along with a cross section of frame that they sent me. If you can't wait until then to get your own booklet, call 631/205-2426 and tell them Streepy sent you. [Maybe I'll get a kickback, but I doubt it.]



Suds





4-WAY HAZARD FLASHERS

FOR YOUR PRE 1968 TRIUMPH
TEXT & GRAPHICS BY JAY HOLEKAMP

In May, 1969, after being discharged from the Army, I picked up my 1964 TR4 at the automobile storage yard at the Port of Bayonne, New Jersey. The TR4 had been shipped from Bremen, W. Germany, six weeks before. I drove to Marlboro, New York, about 30 miles up the Hudson River from West Point, and met my wife's extended family for the first time. A week later my wife and I, with our infant daughter riding happily in a wicker laundry basket behind the TR4 seats, drove to Atlanta, my family home. In short order we bought a small house, I returned to school and work, Mary Jo got a teaching job at a local elementary school, and the Triumph TR4 became the family car. A Triumph TR4 is not a great family car.

I started to make changes to have a more useful and safer car for our young family, first installing an electrically operated windshield washer, and redoing the horn with a "big black button" so the horn always sounded when urgently needed. After being stranded (thankfully I was alone) one cold rainy winter night (failed ignition coil) on the narrow road shoulder of I-285 (the very busy circumferential interstate highway around metro Atlanta), I decided the TR4 needed 4-way emergency flashers. In 1970, add on 4-way hazard flasher kits were available wherever car parts were sold, since hazard flashers didn't become standard on cars until about 1968. Stores such as Western Auto and Sears & Roebuck all sold retrofit hazard flasher kits. I bought and installed a 4-way flasher kit from my then favorite (i.e. low cost)

mail order parts supplier, J. C. Whitney (doing business as Warshawsky in Chicago I think), the same source as for the electrically operated windshield washer.



The emergency flasher unit from J.C. Whitney, which was made in Taiwan, has served in my TR4 without fail since. I have an uninstalled 4-way flasher kit, made in U.S.A., sold by Sears - Allstate in the 1970's, which is electrically identical and physically very similar to the J.C. Whitney version - likely what the Taiwanese used to copy from. The Allstate unit is shown in the photos. Lucas also made a very similar add-on No. 155 Hazard Warning Signal System Kit. Victoria British lists a hazard warn-



ing retrofit switch (the Lucas unit I think) in their catalog: part no. 8-4011, priced at \$ 79.95. For some unknown reason the Vicky Brit catalog states the kit 'fits all cars with negative ground'. There is nothing in these switches that I know of

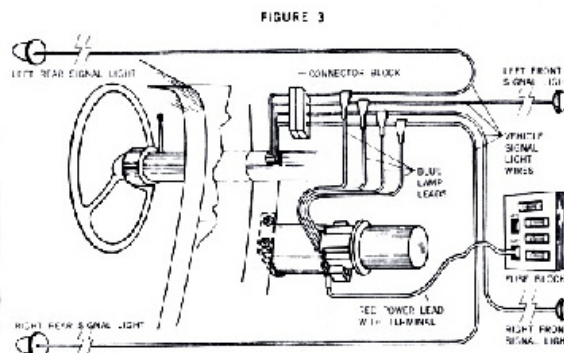
that would be affected by polarity. Flarestat was also a common brand. Today, all these kits are often sold on eBay.

Each of these retrofit kits is similar, with a fused power feed, an ordinary bimetallic plugin flasher, an on/off switch with a pilot-lighted push/pull knob, a mounting frame, and switched lamp leads. Mounting the switch on my German delivered TR4 was easy since there was an empty hole in the dash where the normal ignition switch went - the ignition switch being combined with a steering column lock due to German requirements. The kits all have a bracket for mounting under the dash.

The fused power feed was connected to the battery side terminal of the overdrive relay, simply a convenient nearby source of unswitched power. The 4-way hazard flashers should operate without turning on the ignition switch and therefore requires a constantly live or "hot" power source / main battery lead - a brown wire per the Colour Code for Vehicle Wiring, from the British Standards Institution. The battery side of the amp meter is another possible connection point for unswitched power. The switched lamp leads are connected to the turn signal feeds beyond the turn signal switch. On my TR4 these are two wires, green/white trace (right) & green/red trace (left), again per the Colour Code for Vehicle Wiring, found at the steering column. For the switch knob pilot light to operate the switch housing must be grounded, either through the mount or a provided wire ground.

I like the added safety of having 4 way flashers on my TR4, but all my efforts didn't really make the TR4 an adequate family car. In late 1972 we bought a new 1973 Ford Torino 4 door sedan (the worst car I've ever owned) and until today my wife enjoys ridiculing the worth of my TR4 as an automobile, not completely without reason.

Jay Holekamp,
Dec 2005





Since 1997 the CMGC swap meet has been held on the last Sunday in February [this year that will be the 26th] at the DuPage County Fairgrounds in Wheaton, Illinois. Both the content and the visitation has been increasing yearly. In 2005 there were about 900 shoppers and more than 100 vendor spaces in two buildings.

Chicago's 10th Annual
all
British Car
Swap Meet
& Auto Jumble

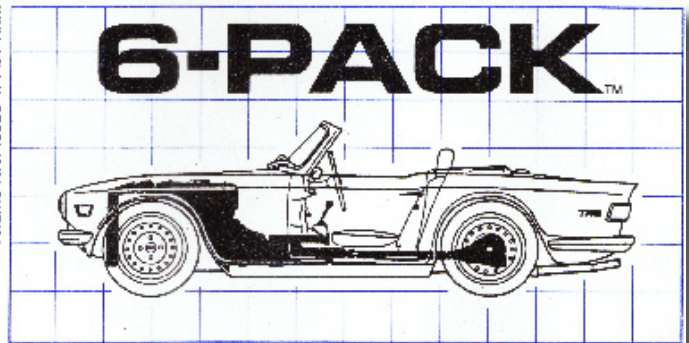
Sunday, February 26, 2006 3:00am - 3:00pm
at the DuPage County Fairgrounds, Wheaton, IL
(1/2 Mile south of RT38 on County Farm Road)
www.britishcarswap.info

Indoors Free Parking
General Admission \$5 Vendor Space Available

To get to the swap meet, start at Roosevelt Road (IL-38) and either IL-59 or IL-53. From IL-59 go east on IL-38, 2.9 miles to County Farm Road. Or from IL-53 go west on IL-38, 4.8 miles to County Farm Road. This intersection has a traffic light and McDonalds and Burger King restaurants. Go north on County Farm Road 0.4 miles to the first traffic light. Turn east on Manchester Road and proceed 0.5 miles to the entrance.

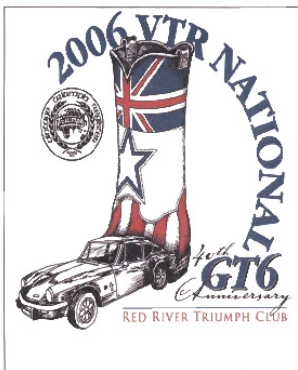
BRITISH CAR UNION PRESENTS
BRITISH CAR FESTIVAL
Save the Date:- Sept. 10, 2006
British Car Union
F.O. Box 928
Downers Grove, IL 60515
Visit our website: www.britishcarunion.com

VOLUME XIV, ISSUE 4, FALL 1996



6 PACK TRIALS 2006
September 28 – October 1
Cuyahoga Falls, Ohio

2006 VTR NATIONAL CONVENTION



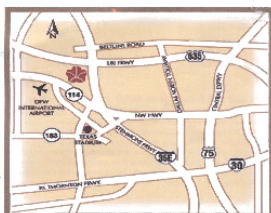
**2006 Vintage
Triumph Register
National Convention**

July 19-23, 2006

A FASTBACK IS BORN

The Red River Triumph Club is pleased to host the 2006 VTR National Convention. Join us as we celebrate the 40th Anniversary of Triumph's fastback, the GT6.

The Omni Mandalay Hotel at Las Colinas has offered us a special group rate of \$99 per night, with this rate being available for three days prior to and after the event dates, should you want to extend your stay to take in more of the area's attractions. This AAA four-diamond rated hotel, has an old-world Italian restaurant, a cocktail lounge, a café, a fitness center, and spa, as well as a fine collection of art displayed throughout. It is located near the Mandalay Canal, complete with Riverwalk, shopping, dining, and Venetian water taxis. It is located 10 miles from Grapevine, Texas, home to Grapevine Mills Mall, Bass Pro Shop (and an excellent restaurant/brewery), as well as a quaint downtown shopping district and wineries. Covered parking and trailer parking are provided for registered vehicles.



Hotel Reservation Information
Omni Mandalay Hotel at Las Colinas
East Las Colinas Blvd. Irving, Texas 75039

(972) 556-0800
(800) 843-6664

Be sure to mention the 2006 VTR Convention
hosted by The Red River Triumph Club

Updated convention information: redrivertriumphclub.org
(EVENTS page link to VTR2006.com)
Payment through PayPal available when registering online

2006 VTR National Convention
July 19-23, 2006 - Las Colinas, Texas

Day	Time	Event
Wednesday, July 19	10:00 p.m. - 7:00 p.m.	Registration/Hospitality/Arts & Crafts Contact
	1:00 p.m. - 4:00 p.m.	Driving Rally
	6:30 p.m. - 9:30 p.m.	Welcome Reception/Reff
Thursday, July 20	8:00 a.m. - 7:00 p.m.	Registration/Arts & Crafts/Vendors
	9:00 a.m. - 3:00 p.m.	Driving Rally
	9:00 a.m. - 3:00 p.m.	Walking Rally
	10:00 a.m.	TSD Rally
	2:00 p.m. - 5:00 p.m.	Funkhous
Friday, July 21	8:00 a.m. - 10:00 p.m.	Texan-Style Barbecue/Action
	8:00 a.m. - 2:00 p.m.	Registration/Arts & Crafts/Vendors
	9:00 a.m. - 3:00 p.m.	Autocross (Tech begins promptly at 8 a.m.)
	9:00 a.m. - 3:00 p.m.	Driving Rally
	9:00 a.m. - 3:00 p.m.	Walking Rally
Saturday, July 22	1:30 p.m.	Tech Session #1
	3:00 p.m.	VTR Membership Meeting
	5:00 p.m.	Recreation Photo
	7:00 a.m.	Judges' Breakfast/Training
	9:00 a.m. - 1:00 p.m.	Concours d'Elegance
Sunday, July 23	9:00 a.m.	Tech Session #2
	6:30 p.m. - 10:30 p.m.	Awards Banquet/Reff

Driver A (Name as you would like it to appear on name badge) _____

Driver B (Name as you would like it to appear on name badge) _____

Street Address _____

City/State/Zip _____

Home Phone _____ E-mail Address _____

Additional non-drivers for convention name tags _____

Vintage Triumph Register Membership #/Local Club Affiliation _____

Please indicate the events in which you intend to participate -
Participation in at least 1 driving event is required to enter the
Concours and Participant's Choice car shows

Event	Participation	Participant's Choice
Welcome Reception	_____	_____
TSD Rally	_____	_____
Concours (Stock, Modified, "Senior", "Preconstrator")	_____	_____
Autocross	_____	_____
Participant's Choice	_____	_____

*Senior and Preconstrator classes require pre-registration.

REGISTRATION:

VTR Member - 1 Car/1 Driver	\$ 90.00	_____
Non-VTR Member - 1 Car/1 Driver	\$120.00	_____
Additional Car/One Driver	\$ 25.00	_____
Additional Driver	\$ 15.00	_____
Each Non-Driver	\$ 10.00	_____
Texas Barbecue	\$ 12.00	_____
Awards Banquet	\$ 35.00	_____
T-shirt: M _____ XL _____ XXL _____	\$ 15.00	_____
TOTAL		_____

Mail Check (payable to BRTO) and signed form to: VTR 2006
%Jim Thompson P.O. Box 2645 Keller, TX 76244 (214)675-9311

Proof of car insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and Participants' Choice car shows are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the Autocross. Any vehicle not be disqualified at the Technical Register's discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do acknowledge the organizers, supporting sponsors, the Red River Triumph Club and Vintage Triumph Register, collectively and separately from any and all liability from personal injury or property damage to me or my guests while participating in the convention. I understand that the Red River Triumph Club reserves the right to revoke my registration and retain my registration fee should I or my guests engage in reckless, dangerous and/or unwise behavior. I have read, understood and agree to this release.

Signature (Driver A) _____ Date _____

It's never too early to start planning for the annual VTR convention. This event, code named Sweatfest 06, will be in Texas July 19-23.



Sir Bentley Haynes, a distinguished man 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 Snicc 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 using the digest mode; 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.

Dear Sir Bentley,

I am a devoted reader of your column and I adhere to your advice-faithfully. This is my first time writing to you, and I do so hope that you can assist me with a most vexing issue with my Triumph. It seems my Spitfire has developed a "miss" and I suspect that there may be a problem in the electrical system. What suggestions might you offer that would help me sort this out?

B. Toff in Barrington

My Good Man-

This is certainly an uncommon issue which is rarely encountered among the Triumph faithful. I have consulted with my esteemed colleague, and elder sibling, the first Earl of Wright, to discuss your issue. The Earl revealed to me a chilling story, heretofore never made public and only now exposed to the motoring press for the first time. Your system probably has become infected with a virus, planted there by international evildoers who attempted to sabotage the normally infallible ignition system developed by the Standard Triumph electrical engineers, most of whom had completed their studies at the prestigious Lucas Technical Institute.

Some years ago, in a futile attempt to provide some of the Empire's Middle Eastern colonies with a quantity of trained electrical engineers, the institute lowered its standards and thus inadvertently and unknowingly admitted some fundamentalist evildoers.

Certain deranged individuals managed to infiltrate the upper levels of the Lucas super secret, highly classified, ignition division. Once the evildoers had

become familiar with the intricacies of the electrical procedures, they planted a virus in the wiring looms of British auto manufacturers which was capable of causing sudden and complete catastrophic electrical failure in any English automobiles utilizing Lucas electrical components.

It is likely that your Triumph could well be one of those vehicles that was infected with the dreaded "Evildoer" virus. To that end, the Earl has developed a plan to enable you to diagnose and remediate this most vexing concern. This procedure is not to be entered into lightly, for by undertaking this course of action, you will have to sacrifice some of your car's performance, thus limiting your freedom to drive where you want when you want, a small price to pay to wipe the spread of evil.

My older brother recommends that at the stroke of midnight when there is a full moon, isolate the battery and attach your multimeter to the dynamo's positive earth diode, indicated by black wire with a black tracer and usually wrapped in black electrical tape. If the connectors are corroded and sparks appear for no apparent reason, your car has probably been infected. Your gauge reading should give +/- seven ohms centigrade and 20% relative humidity. Using an elixir consisting of the saliva from kosher bat, a drop of blood from an albino goat, and droppings from a virgin yak [it helps if you play Black Sabbath or Marilyn Manson in the background, but in a pinch, Barry Manilow will do], rub this concoction on the entire wiring loom, then tap the wires with a silver hammer.

That's right, you need to do a complete wiretap to exorcise the demons of the evildoers. Do not despair that any of your tapping may incapacitate the trafficators, particularly the one on the right. [In North America, nobody uses turn signals any way; besides, since your laws permit right turn on red, you don't need any rights.] Sacrificing your rights through the wire tapping process is the only way to protect yourself from the actions of the evildoers.

We tell you this in the strictest confidence because we are only interested in protecting you from those that would do you harm. If you fail to follow my big brother's instructions implicitly, there is no way of telling when the evildoers will strike and it will be your fault for not listening to him. He's only doing this for your own good. Trust me.

Safe & Secure Motoring-
BH

PS- Kindly let big brother know, either by email or phone, at your earliest convenience, if any of your friends are having similar difficulty. He has factory trained operatives standing by to intercept, I mean help, with, your private communications issue. He will be happy to tap their wires too.





Photo by Jack Billimack

HOW TO BEAT THE WINTER BLAHS
BY JACK "SPUDS" BILLIMACK, AS TOLD TO
BOB "SUDS" STREEPY



On Saturday January 14th, fourteen hearty ISOA early birds gathered to break their respective fasts at the Sunrise Restaurant in Chesterton of the People's Republic Indiana for the first ISOA Breakfast Run of the year. Good food and better conversation, since most of the talk revolved around Triumphs. Tim Mantel



had breakfast but couldn't go with us to the end point of our field trip due to a family obligation. The remaining breakfast clubbers caravanned to BritParts in Kinsbury, Indiana. BritParts has a wide ranging assortment of used parts from many makes, including Triumph.

Once there the owner provided donuts, coffee and warmth from several kerosene heaters. The buildings were apparently once part of military installation during the Second World War.



We all poked around with flashlights to look into every corner. Several of us bought parts (I bought the 1147 Spitfire engine) and I think Ernie Husmann bought an engine too, and possibly more. Others got switches, lights, fasteners, etc. [Those in search of TR3 body parts went home without filling their shopping carts.]

Dave, the owner, had a body rotisserie to help strip the cars, and

a number of Triumphs in various states of disassembly. He also had built a really unique stand for testing engines. It allowed him to run a motor on this stand for some time to evaluate it before installing and/or selling it.



We stayed about two hours, arriving just after 9:00 and leaving just after 11:00. It was quite an experience and a worthwhile January breakfast tour. I think all had a great time ; I know I did.



Spuds.



ACCELERATION

BY THE STAGMEISTER.

1. One Top Fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows at the Daytona 500.
2. Under full throttle, a dragster engine consumes 1.5 gallons of nitromethane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.
3. A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster supercharger.
4. With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.
5. At the stoichiometric 1.7:1 air/fuel mixture for nitromethane the flame front temperature measures 7050 degrees F.
6. Nitromethane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.
7. Dual magnetos supply 44 amps

to each spark plug. This is the output of an arc welder in each cylinder.

8. Spark plug electrodes are totally consumed during a pass. After 1/2 way, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F. The engine can only be shut down by cutting the fuel flow.

9. If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

10. In order to exceed 300 mph in 4.5 seconds dragsters must accelerate at an average of over 4G's. In order to reach 200 mph well before half-track, the launch acceleration approaches 8G's.

11. Dragsters reach over 300 miles per hour before you have completed reading this sentence.

12. Top Fuel Engines turn approximately 540 revolutions from light to light!

13. Including the burnout the engine must only survive 900 revolutions under load.

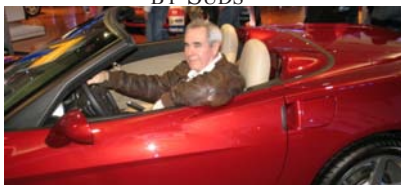
14. Theredlineisactuallyquitehighat9500rpm.

15. The Bottom Line; Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimated US \$1,000.00 per second. The current Top Fuel dragster elapsed time record is 4.44 1 seconds for the quarter mile (10/05/03, Tony Schumacher). The top speed record is 333.00 mph (533 km/h) as measured over the last 66' of the run (09/28/03 Doug Kalitta).

Putting all of this into perspective: You are driving the average \$140,000 Lingenfelter "twin-turbo" powered Corvette Z06. Over a mile up the road, a Top Fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and past the dragster at an honest 200 mph. The 'tree' goes green for both of you at that moment. The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him. Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1320 foot long race course.

That, folks, is acceleration

DETROIT AUTO SHOW
BY SUDS



We strongly suspect that many of the legions of faithful Snic Braaapp readers attend the Chicago Auto Show. After all, football season is over, it's too soon to bring the LBCs out of hibernation, and lets face it, most of us dig cars. The show in Chi-Town is reportedly one of the nation's largest and the local dealers play up the fact that huge crowds are drawn to McCormick Place to drool over the latest from Detroit, as well as Europe and the land of the Rising Sun.

Number one son shares some of his old man's passion for cars and decided that he would surprise me on my most recent birthday, [I hesitate to use the word "last"

birthday lest it prove prophetic.] with a ticket to the Auto Show in Detroit. It would be a little father/son bonding time and I was quite touched by his gesture, although I suspect his mother put him up to as a way of getting your humble and obedient scribe out of the house for a couple of days.

As a change of pace, we decided to take the Amtrak "Wolverine" from Union Station to the Motor City. The ride lasted about five hours and put us in Mo-Town in time to catch some dinner after we checked into our hotel.

We got up early the next and walked the three blocks to the arena. One of our objectives was to try to locate somebody from BMW who could comment on the rumor that Bimer was going to resurrect the Triumph badge on one of its Mini's. Even though we found a guy from BMW who had once owned a Spitfire, they had no knowledge of the story that appeared in Autocar UK [see page 22].

Our personal favorite[s] at this year's auto expo had to be the Saturn Sky,

and its near twin, the Pontiac Solstice, a two-seater droptop due out this spring. Pontiac also has a turbo version scheduled for a fall release.

There were plenty of concept cars on display as you might expect. Two of the most popular were the Camaro and Dodge Challenger, both of which which borrowed heavily from the glory days of their existence.

The Detroit show is similar to the Chicago Auto Show in many ways, but one noticeable difference was that there were none of the "county fair" type vendors pedaling miracle waxes etc. that have that medicine show aura. Nor, despite the number of auto museums in the area, were there any antiques or special interest cars on display.

We spent an entire day there, hit a downtown casino in order to contribute the local economy that night, and came home the following day. It was a nice diversion and good way to break up the winter doldrums that usually strike in mid-January..



[NOT SO GREAT] MOMENTS IN 2005 ISOA LORE BY BOB "SUDS" STREEPY

2005 will probably not go down in the annals of ISOA history as one of the better Boomer years. No one really did anything comparable to some of the classic Boomers of previous years, such as driving at 90+ MPH on the Stage Coach Trail with only two lug nuts [wire wheel type] on his each of his TR4 disc wheels, or drilling not one, but two, holes in his TR250's radiator trying to install an oil cooler; or my personal favorite, leaving his wife stranded outside in January in her nightgown while he took his TR3, while he went "for a spin" with the garage door opener.

The bent wire wheel has been a symbol of dubious distinction among ISOAers for as long as any one can remember, and just about anybody who has been a member for any length of time has had temporary custody of the trophy at one time or another. With that in mind, and since we an extra page to fill, we thought we would take a brief look back at some 2005 ISOA lowlights.



In January, Tim "Gizmo" Mantel became 2005's first recipient for accompanying his bride on a shopping excursion to Frankenmuth, Michigan to purchase Xmas ephemera, narrowly beating out Mae Fox for preparing a feast to feed the attendees at clinic.

In February, Tim grudgingly relinquished the accolade in favor Peter "Maestro" Conover who had left a battery on 220 amp "trickle" charge overnight without, thankfully, setting half of Oak Park on fire. Peter maintained possession



of the trophy in March by virtue of being out of town during the meeting and thus not returning it from the previous month.

In April the Boomer changed hands in favor Bill "Whizmo" Pyle who showed up early at the ISOA booth at the DuPage Swap Meet, but without the club banner and related paraphernalia



that was supposed to on display. For failing to feature the Boomer in a place of prominence in their domicile, the Pyle's retained possession in April before turning it over to Jack "Spuds" Billimack who had not delivered the award to its previous recipient in a timely fashion.



In June the trophy stayed in Crystal Lake but transferred from the Billimack residence to the Fishers by virtue of Mark's motoring about in his TR7 in inclement weather without a top and getting a citation from Crystal Lake's finest.

The Boomer went to Paul Watts in August for starting his TR6 in gear, not once, but twice – the second time causing some damage not only to his

pride, but also to his front headlight.

The August recipient was Denny "Choppers" Capetto for failing to disengage the emergency brake on his TR3 and driving from Rockford to Chicago before his olfactory organ sensed that something was wrong.



The September award went to Al Christopher, who already has an early lead in the 2006 Boomer competition, for buying a car without checking the brakes and then complaining the brake set up was wrong.

Dave Lushin was somewhat rudely welcomed to his first meeting by virtue of having to lug the wheel home for showing up at VTR on Saturday, the day after the convention ended.

November saw the Boomer make its way to Aurora as the honored guest of the Jensens. It seems "Mr. Bill" invited an MG to participate in the Triumphs to Triumph Fall Foliage Tour and it lost control of its bladder and leaked coolant all over the parking lot of the Triumph Post Office/Bank. Chris Smit took the last 2005 Boomer home for letting Al Christopher work on his engine, much to the belated chagrin of Al and Chris, neither of whom saw anything wrong in their actions, proving once again the importance of timing, not just in your ignition, but also in when you get nominated.

Just remember, there is no statute of limitations on Boomers, so even if you think you might have escaped without you fair share of public ridicule, we know who you are, what you've done, and where you live. You can't escape. For this year's winners, consider yourselves among a select few. To paraphrase the Bard, "Tis better to have wrenched and boomed than never to have wrenched at all."

JANAURY ISOA MEETING NOTES,
[In Case You Missed It]

More than fifty ISOAers escaped the winter doldrums by gathering in the garden level of Mack's Golden Pheasant on Sunday evening, January 8th to attend the first ISOA gathering of 2006. Newly reelected chief executive Joe "Stagmeister" Pawlak introduced the 2006 club officers. The current regime consists of the aforementioned "Stagmeister," along with Sheri "Big Mama" Pyle [we don't need no stinkin' term limits], Mike "Toofus" Mueller, presiding over vice, and your humble and obedient scribe returns for another stint as secretary and snoozeletter editor. In addition, Jack "Spuds" Billmack will continue to coordinate events with the assistance of Mark "Guzzler" Moore, who will help handle meeting chores. Kim "Lower Wacker" Jensen will serve in the newly established capacity of regalia quartermaster, while Tim "Toolman" Buja will remain as membership chair and webmaster and Irv "Elwood" Korey will continue to act as the chief racing correspondent and designated club curmudgeon. Ken and Arleen Kendzy will serve as BCU reps.

Kim Jensen reported on the New Year's Day Rally in Chicago and Jack Billmack passed around a sign-up sheet for a field trip to Britparts in Northwest Indiana and discussed the upcoming differential/rear hub clinic to be held at Mueller's in Wood Dale on February 18th. He also discussed the swap meet on February 26th at the DuPage County Fairgrounds sponsored by the MG club. A sign up sheet to work the club booth will be available at the February meeting. Members were asked to volunteer an hour or so in the booth.

Suds



Various members gave impromptu progress reports on their various Triumph projects, including Mike Mueller on his recently acquired TR6, Bill Jensen on trying to identify the cam specs in his TR3, and Joe Kaplon on getting his TR3 tub back together. Al Christopher also said that his TR2 front suspension was in place

Following a break, the Peter M. Roberts award was presented to Phil Fox for providing Mike Mueller with some heating elements for use in Mike's powder coating oven – which was a refrigerator in a previous life. Al Christopher was awarded his first, and hopefully- for him- last Boomer. Actually, Al hadn't done anything all that Boomer-worthy; he just mentioned that he didn't think it should have gone to Chris Smit the previous month, but since no else had done anything, or least anything that we know of, Al got it by default.

Jim "Screamer" Aldridge mentioned that he had a TR6 hardtop that he would like to see find a new home as well as a Spitfire dash support, and Ernie "Evil Burt" Husmann said that he had some red line tires and a master cylinder for a TR6 that he could be persuaded to part with. Things broke up about 9:30. With apologies for any errors or omissions, your humble and obedient scribe.

DUES UPDATE

The January Snic Braaapp included a member profile and free dues renewal form which should have been returned to membership chair, Tim "Toolman" Buja. If you were a member in good standing in 2005, in other words your check cleared, you have the option of renewing your membership in 2006 gratis. [Members who joined after September 2005 are automatically paid up through the end of 2006.] The club coffers are relatively ample at this time as a result of the proceeds from the 2005 VTR, Time for Triumphs, hosted by ISOA. Rather than let our surplus cash lie fallow, the board decided to plow some of the money back in a way that would bear fruit everybody. [How do you like that for beating a dead metaphor to death?] Giving everyone a pass on the 2006 dues seemed like a good idea to most of the members of the board, although truth be told, one member did suggest that we use the cash to give a raise to the staff of Snic Braaapp. Most of the dues go toward the printing and mailing costs of the newsletter, although it should be noted that the staff at Snic Braaapp Towers did NOT receive a raise in 2006. After a meeting of the entire editorial staff of Snic Braaapp, we have come up with a plan to offset the cost of living increases all of us on staff.

•If you would like to receive the newsletter as a PDF via the internet, provided you have an operative FTP site, your dues will be \$35.00 payable to: Snic Braaapp Editor.

•If you do not wish to receive the newsletter at all, your cost will be \$50.00

If you would like us to discontinue publishing this fish wrap altogether, you can't afford it.

If you are unsure of your membership status, call Tim Buja @815/332-3119 or email him at: buja@insightbb.com.



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

Wanted: Spitfire sid1871@sbcglobal.net [1/06]

Wanted: D-Type Overdrive transmission [not the overdrive, just the trans] for GT6. Chris Smit 773/777-9363 [1/06]

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



Jeff Lathrop 2/01
Mary Jo Ploetz 2/04
John Kolton 2/04
George Capper 2/06
Joe Kaplon 2/07

Matt Krajniak 2/07
Dale Sorci 2/09
Jim Arch 2/10
Dan Swanson 2/12
Joyce Geiter 2/14
Denise Loss 2/15
Bob Steele on 2/17
Julie Lathrop 2/17
Ed Krajniak 2/20
Ron St. John 2/21
Charlie Jessopp 2/26
Colleen Elzy 2/27
Brian Ploetz 2/27
Joe Todoroff 2/28
Greg Heidrich 2/28

NEW MEMBERS

Larry Palmerson
1825 W Ridgewood Ln
Glenview, IL 60025-2205
H:(847) 486-9323 W-Him:(847) 437-4414
EMAIL: lp@core.com
66 TR4A

Terry Underhill
602 Hapsfield Ln
Buffalo Grove, IL 60089-3364
H:(607) 329-8589 W-Him:(847) 646-9636
EMAIL: tunderhill@kraft.com
Looking for a TR

*Special Snic Braaapp thanks to our Chief UK Correspondent [and the Editor of **Triumph World Magazine**] Tony Beadle for the article below which appeared in the January 3rd issue of Autocar UK. Tony tells Snic Braaapp that he has already sent in a deposit cheque for the new Triumph to BMW-UK in hopes of pressuring them to produce the new Triumph. He encourages us to do the same in his next **Triumph World** editorial*



TRIUMPHS IN THE NEWS

BMW PROTECTS OWNERSHIP OF TRIUMPH BRAND

BMW is working on a two-seat sports car based on the Mini, according to sources close to the company's California design studios.

Perhaps the most intriguing aspect is the possibility that the car could be launched under the Triumph brand. Sources say the Triumph roadster proposal produced by BMW's Designworks studio is a "slightly shrunken" semi-retro TR4, though those who have seen it describe the Triumph proposal as 'a bit of a looker'.

The car is close to getting the green light to go into production. Sources say the car is based on the same platform as the current Mini and not the modified chassis that underpins the next-generation car due late this year. It's thought that the project is a spin-off from the current Mini cabriolet.

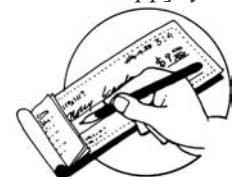
BMW may test the water this year with a concept version of the Triumph roadster, if it got the go-ahead, the production car would be sold through 'Mini Plus' dealerships.

Reviving a defunct brand (Triumph died in 1984) is a risky business. However, Autocar has also learnt that BMW's lawyers have recently moved to protect the Triumph name from being used by another UK-based company. In the late 1990s, BMW toyed with reviving the Austin-Healey brand with two cars: a roadster based on the BMW Z4 and a smaller front-drive roadster inspired by the Frog-eye Sprite.

Reminder!!

If you did not mail your "Free 2006 ISOA Dues" coupon to Tim Buja [inserted in the January Snic Braaapp], you need to send a check for \$25.00 to:

**ISOA Dues Renewal,
c/o Sheri Pyle
320 N. Linden St.
Itasca, IL 60142**



We thought that since Valentine's Day is coming, some of our male [and maybe some of our female -not there's anything wrong with that.] readers might enjoy a little "eye-candy" to put them in the mood for love, if you get our drift. These erotic graphics were submitted by a urologist who uses them to "stimulate" his post-vasectomy patients. Here are a couple of classic graphics to get your motor running especially since its too damn cold to get your Triumph's motor to turn over.

In keeping with our Valentine's Day theme, we have included a few factoids courtesy of the Chicago Tribune Magazine.♥



HALLMARK WON'T TELL YOU THIS, BUT FEB. 14 IS ONE OF THE BLOODIEST DAYS IN HISTORY, epitomized, certainly, by the St. Valentine's Day Massacre of 1929 referenced by Rick Kogan on P. 7. (Postscript: On Feb. 14, 1936, Jack McGurn, the perp behind the killings, was himself slain at a Chicago bowling alley).

Valentine's Day violence began with the three early Christian prelates variously thought to be the true St. Valentine. All were martyred by the Romans, one by beheading. ♥ Flashing forward to 1349, 2,000 Jews were burned at the stake in Strasbourg on Feb 14. ♥ On the same date in 1400, Richard II of England was murdered in prison. ♥ In 1633, violence was done to the human intellect when Galileo's trial by the Inquisition started. And in 1779, the explorer Capt. Cook was killed by natives in Hawaii. ♥ No blood was shed, but on Feb. 14, 1866 Jesse and Frank James pulled their first bank job. ♥ In 1945, the U.S. firebombing of civilians at Dresden, Germany, began, and in 1962, President Kennedy authorized our military advisers in Vietnam to shoot back if fired on. ♥ In 1989, Ayatollah Khomeini called for the death of Salman Rushdie, author of "The Satanic Verses," and in 2002, Afghan tourism minister Abdul Rahman was beaten to death at the Kabul airport. ♥ And last Feb. 14, 40 people died when a roof collapsed at a Moscow water park. Happy holiday!



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The Rear View Mirror - Dave & Jan Kayson in their 1960 TR3A at VTR 2005
Stacy McReynolds Photo

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