

SNIC BRAAAPP



May 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



KASTNER'S 250K RUNS AT HALLETT

TEXT & GRAPHICS BY IRV "ELWOOD" KOREY, ISOA RACING CORRESPONDENT



since the TRiumph feature events began in 2002. Thanks to this more or less central location, a bunch of west coast cars made the trip. With hotshoes coming from all over the country, the event was dubbed "Shootout at the OK Corral."

Continued on page 12

The TRiumph vintage racing season got off to a great start the weekend of March 31st -April 2nd. The location was the Hallett Motor Racing Circuit, approximately 40 miles west of Tulsa, OK. This was the featured TRiumph vintage race event for 2006, and it was the most centrally located venue

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More than twenty ISOA wrenchers [and wrencher wannabees] gathered at the club's home away from home, AKA Bill and Sheri Pyle's in Itasca, on Saturday, March 25, to participate in the ISOA annual first



right of spring commonly referred to as the transmission clinic. Joe Kaplon, Charlie Jessop and your humble and obedient scribe all brought gear-

boxes to Dr. Billy's operating room for an in-depth analysis which included a teardown, and rebuild using various and sundry new bearings, bushings, and synchros to put our gearboxes in top-notch condition for the upcoming driving season.



Bill provided coffee and rolls for the early birds, some of whom began to arrive around 7:00 AM. Bill focused much of his attention on helping Charlie, and Joe "Stagmeister" Pawlak lent his

considerable expertise to Joe Kaplon who was working a Spitfire trans. My TR3 OD gearbox was most ably treated by ISOA "Techspurt" Steve "Drippy" Yott who, in turn, had Mark "Guzzler" Moore acting as his chief nurse while I spent most of my time at the parts washer, where I could do the least damage. As those gearboxes were being rebuilt, many other members filtered in and out of Bill's garage to observe and learn from the masters, or just to hang out on Saturday morning with the guys and talk Triumph. All the while, Bill offered up specialized tools, and even the occasional replacement part whenever an unforeseen issue cropped up. [E.G. "Hey Billy, you got an extra positive ground, Whitworth Kanuten bearing?" "Yeah, sure. Look in the red box in the lower left hand drawer behind the bumper bearing puller."]

Around lunchtime, we broke for a sandwich and a beverage and adjourned to basement for a breather. Sheri arrived at about that time from her errands and



joined the crowd for a snack and some Triumph related BS. After lunch, we resumed our wrenching and by around 3:00 PM, the crowd began to thin. In the case of Casper's soon-to-installed, rebuilt overdrive trans, the finished project went exceedingly well with only two relatively minor setbacks, one of which is



described in detail in the meeting notes under the boomer nominations, and, for once, doesn't involve me, at least a a nominee.

This event, like all ISOA tech clinics, provided an excellent venue to see relatively complex operations performed by those who really know what they're doing. Even those in attendance without immediate transmission problems certainly benefited from seeing the club gearbox gurus do their thing. And, for those who remain somewhat technically challenged in terms of things mechanical, this day was even more valuable. My thanks to all who lent their expertise to this clinic, especially Steve for his patience for any of the "distractions" presented while he was working on my transmission.



Suds



If you know of an event that you think might be of interest to our membership, please call Bob Streepy [630-372-7565] or e-mail trstreep@sbcglobal.net to have it included on this list.

ISOA EVENTS OF INTREST

Month	Date	Day	Time	Event
May	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30] Special Topic: Caravanning Guidelines & Protocol
	21-7			Drive your British Car Week
	26-8	Fri.-Sun.		Champaign British Car Show - Ph: Richard Brown 309/662-3020
June	3rd	Sat.		Route 66 "Sympathy for the Devil" ISOA Spring Breakfast Tour
	4th	Sun.	9:00 AM	MG Club Autocross, Warrenville Cinema - www.chicagolandmgclub.com
	4th		7:00 PM	ISOA General Membership Meeting [Board 4:30]
	11	Sun.		Michiana British Car Day, Bendix Woods County Park, South Bend, IN Randy Glanders - Ph: 574/294-8950, Email: jolly@michiana.org
	14-8	Wed.-Sun.		TRA National Meet, Glouster, OH. - Ph. 937/376-9946 for further info
	17-8	Sat.-Sun.		ISOA Spring Campout Blackhawk Farms Raceway
	17	Sat.		British Car Show at Oak Brook, sponsored by Mini Club
	18	Sun.		25th British Car Field Day, Sussex, WI Email: johnstockinger@earthlink.net - Ph: 262/521-1072
July	1	Sat.	7:00 PM	Club outing to Ravinia, contact Kim Jensen for more details
	8-9	Sat.-Sun.		Mad Dogs & Englishmen XVI -Gilmore Car Museum, Kalamazoo, MI Ph: 269/344-5555
	9th	Sun.	7:00 PM	ISOAGeneral Membership Meeting [Board 4:30] *Not the first Sunday
	9th	Sun.	7:00 PM	8th Annual British Boots & Bonnets Vintage Wheels and Wings Car Show Poplar Grove Airport
	15-6	Sat.-Sun.		ISOA Road Trip to Kruse Auction & Auburn, Cord, Dusenberg Museum
	19-23	Wed.-Sun.		VTR Convention, Irving, TX - Ph: 214/675-9311 for further info
Aug.	4-6			North American Spitfire Squadron 2006 Spit-Together, Dayton, OH Mike Ross, mikeros@prodigy.net - Ph: 937/862-4302
	6th	Sun.		16th Annual Vintage Transport Extravaganza - Union Railway Museum
	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	11th	Fri.		ISOA White Trash III Sycamore Speedway
	13th	Sun.		Heartland British Autofest. East Davenport, IA.
	20th	Sun.		The 16th Annual Orphan Auto Picnic, Aurora
	27th	Sun.	9:00 AM	MG Club Autocross, Warrenville Cinema - www.chicagolandmgclub.com Milk Pail Classic Car Show - East Dundee
Sept.	10	Sun.		British Car Festival, Morrairie Valley Community College, Palos Hts.
	24	Sun.		Cantigny Classic Car Show Wheaton krigill@firstdivisionmuseum.org
	24	Sun.		Lake Geneva Classic Car Show & Poker Run
	28	Th.-Sat.		6 Pack TRials 2006, Cuyahoga Falls, OH
Oct	1	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	14-5	Sat.-Sun.		America's British Reliability Run , Starts in Massillion, OH Blake J. Discher; Email: bdischer@blakedischer.com - Ph: 313/259-4460
	15	Sun.	9:00 AM	MG Club Autocross, Warrenville Cinema - www.chicagolandmgclub.com

A LITTLE BS FROM BS



NEWS AND VIEW FROM THE BUSTED KNUCKLE GARAGE



We are about to dispatch the electronic edition of the May issue of SNIC BRAAAPP to ViData for printing and distribution. It is,

in our modest estimation, the greatest issue of SNIC BRAAAPP to emanate from Snic Braaapp Towers since the current staff assumed the helm nearly two years ago. You may be thinking to yourself “Pretty damn arrogant of you Streepy. What the hell makes you think that you’re such hot stuff?” In fact, gentle reader, it is precisely the contrary. It’s not due to anything penned by your humble and obedient scribe that I think makes the May issue so superior, but rather that it contains **unsolicited submissions from ten different members of ISOA**. The May SNIC BRAAAPP saw offerings from Irv Korey, Jay Holekamp, Ernie Husmann, Jack Billimack, Jack Gleason, Brian McCarty, Mel Merzon and Dave Kanzler, not to mention the customary contributions of Joe Pawlak and Tim Buja. This type of commitment to our club, and its modest little monthly blurb, is what it makes ISOA unmistakably the finest organization of its kind anywhere, any place, any time. Thanks, not just to the May article donors, but to all of you have taken the time to send us a picture or paragraph over the last year and half. Keep it up!

If no other feature in SNIC BRAAAPP is read, most readers will give a quick glance to the “Events Calendar” in order to see what kinds of things are on tap for the club in the foreseeable future. A cursory perusal this month’s list of *INTResting EVENTS* will indicate far more activities than even the most fanatical Triumphistae could possibly hope to attend. It seems as the summer driving season gets into full swing, more and more activities are being added to an already crowded agenda. Factor in the inevitable June weddings, graduation parties, Memorial Day, 4th of July and Labor Day family picnics, not to mention a birthday here and an anniversary there, and discretionary time for Triumphs, or anything else, can quickly become a most precious commodity.

Which brings us to the theme of this month’s column; **HELP!** There is no way that your humble and obedient scribe and his current staff of wordsmiths can attend all of the Triumph related activities that are scheduled for the upcoming driving season and craft the verbal tapestries you have come to expect on the pages of this most highly acclaimed birdcage liner known and loved as SNIC BRAAAPP.

Last year at the VTR convention, we put out a plea for assistance in capturing many of the activities on paper [or on a disk] and we were not surprisingly met with a positive response. We would once again like to seek the aid of our reading public [both of you]; if you are planning to attend any of the various events on page three, or any other activity that is vaguely car-related, how about jotting down a couple of paragraphs and snapping a couple of pictures for the good of the cause.

We here at Snic Braaapp Towers have incredibly low standards [Hell, I’m not sure we have any standards at all unless you count the Standard Triumph logo on Mel’s Roadster or Billy’s 2000]. No writing background, journalism degrees, English

majors, or such skills required. [In fact, such criteria would probably destroy the image that your humble and obedient scribe has striven to establish since receiving the keys to the executive washroom here at Snic Braaapp Towers.] If you could come up with a couple of paragraphs on a car show, cruise night, autocross, etc. and email them to me, that would be great. If you attend an event that you would like to see mention made of in the newsletter give me a call and tell me about it; I’ll try to take care of the rest.

The old adage, too many cooks spoil the broth has no application in the instance of club newsletters; the more the merrier when it comes to submissions and with all of the activities on tap for the summer of 06, nothing would make old Uncle Sudsy merrier than receiving some text and couple of pictures from an activity that I couldn’t be at. Mike Cook, the editor of the VTR magazine, and an expert in club publications, has often said that the newsletter is the glue that holds a club together and that nothing provides that glue better than a wide cross section of club members contributing to the publication. So how about it? Here’s your chance to get your own byline and see your name in lights. [As an extra-added attraction, don’t forget that the color photo on the “Rear View Mirror” could be of you and your car if you contribute.] Let’s make the merry month of May the starting point, not just of the growing season for flora, but also for a new host of SNIC BRAAAPP wordsmiths. We had ten contributors this month, but, to paraphrase Nigel Tufman, let’s see if we can turn it up to eleven!



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. Possible side effects include, headache, diarrhea, joint pain and vomiting. Erections lasting more than four minutes when reading SNIC BRAAAPP, while rare, may be a sign of serious perversion. Call your health care provider if symptoms persist

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



GarageTalk May 2006



Forget about Saturday April 15th being the day the procrastinators were inside doing their taxes. The important thing was the temper-

ature was in the mid 70's and very sunny! Who was driving their Triumphs Saturday? Kathy and I took the 65 Spitfire for a spin and it was wonderful. I had previously attended the maintenance items for this fleet member and it was a simple matter of turning the key and taking off! (I have had this car for 30 years and it has NEVER failed to start and allowed us to "take off" when needed.) Now if you treated your Triumph and waiting to take care of things like your taxes, I would guess you stayed inside either filling 1040 forms or on-line ordering parts you should of done back in November.

The largest project left to do on the fleet is correcting a problem on Sandy's Spitfire. It's a "finish" issue in which the passenger side upper door hinge needs to be modified to allow for the top of the door to fit closer to the tub. Currently it is sitting too far out and is hitting the bonnet and chipped a portion of the paint. Yes, it is at it's farthest point of travel so I need to take away some material to allow the closer adjustment.

During the master cylinder rebuild on the Stag, I needed to send the unit in for re-sleeving due to pitting that was beyond the reconditioning that can be performed using a cylinder hone. We may have a new vendor to have this specific type of work done and I will report on this in an upcoming newsletter. There are vendors who advertise that perform this service but ONLY in addition to rebuilding the ENTIRE unit. Considering I did all the work on reconditioning the components, powder painting the cylinder and all the real tedious work, I wasn't going to have them do it all over again. Especially, sand-blasting the finish off and charging me components that were

already purchased.

We are looking forward to a summer of fun with the cars and all the other things we like to do. Remember that ALL of us have other interesting things we do in our free time. Just because it's not car related, doesn't mean that ISOA is not interested and we could not make an event out of it! Let a board member know, could be something others would like to do. We don't need to make an official event, but simply a gathering or friends. Open up! We are quite the eclectic group of fascinating personalities. Kathy has 3 months off from her job and I am in the process of a major overhaul in my career to allow for free time as well. No need to work yourself to death. Other than friends or family no one else really gives a rats ass when they shove you down a 6-foot hole. Well maybe only the ones who have "dibs" on that cool office chair in your office.

Joe "Stagmeister" Pawlak

Its still not too late for that for spring planting. Available at leading horticulturists [remember-you can lead a whore to culture but you can't make her drink] and preferred by gray squirrels 3 to 1 - [just ask Mrs. Suds].



Special SNIC BRAAAPP Thanks to Doug "Wires" Larson for the above graphics. On the left is the oldest gas station in Illinois in Odell and on the right, the Route 66 Museum in Pontiac. Participants on the "Sympathy for the Devil Tour" will get a chance to visit both sites June 3rd.

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With the motoring season finally upon us, once again, we are reprinting Uncle Spuds' "Guide to Great Caravanning." He wants to make sure it is as good for you as it is for him.

ISOA CARAVAN GUIDELINES TYPICAL DAILY SCHEDULE

(The specific day's schedule will depend on how far the caravan plans to go, road conditions, number of cars in caravan, frequency of problems, etc.)



Be ready to start on the road between 8:00 - 9:00 am (or whatever time is agreed upon). Optional -- sometimes it is necessary to make a brief "pit stop" not long after the start (for personal comfort after pancake breakfasts, etc.). If necessary, we can make a brief pit stop, often at a highway rest area, but everyone should try to be ready to proceed in about 10 minutes. Stop for gas and a stretch about 10:30 am. (Try to limit stop to 15 minutes) Stop for gas and lunch about 12:30 - 1:00. (Try to limit stop to 1 -- 1-1/4 hours including getting gas) Stop for gas and a stretch about 3:30 - 4:00. (Try to limit stop to 15 minutes) Stop for the evening about 6:00 - 7:00 If desired, meet for dinner (pizza, etc.) about 30-45 minutes after arrival and check-in. The distance between stops is determined by time of day, weather conditions, car performance, smallest gas tank, weakest bladder, etc. We generally try to go 2 - 2-1/2 hours between stops, sometimes 3 hours. Too many stops can result in arriving at our destination town quite late in the evening.

Hints for Happy Caravanning General

Make sure you understand the planned route, approximate distance the caravan plans to travel that day, and the planned evening stop location. Have hotel number, road, town, etc. At the beginning of the day, be ready to leave at the agreed upon time. Have a full tank of gas, full stomach, empty

bladder, etc. by the departure time. If you have a CB radio, tune it to the agreed upon channel. **[Be sure to have an I-Pass if any tollway driving is included.]** The caravan will have a "lead car" at the front and a "sweep car" at the rear. The lead car will do its best to know the route and have a working CB radio. The slowest cars (or the car which is expected to be least dependable) should take positions near the front of the caravan. The "sweep car" (last) should drive with headlights on so it's easier for the lead car to see where the end of the caravan is. The sweep car should have a working CB. Once driving, try to keep a consistent interval between you and the car ahead of you. This helps avoid frequent speed changes farther back in the caravan.

If you think the caravan is going too fast or slow, call the leader on your CB or signal some other car in some way. However, keep in mind that no two Triumph speedometers read the same. Some can be 10-20 mph off. The leader usually tries to drive at about the legal speed limit. Therefore, it's important to keep your interval with other cars to minimize the need to slow way down or speed way up.

If the caravan needs to make an unplanned stop for repairs, personal comfort, etc. and the group has been driving for at least 1-1/2 hours, fill up with gas if you have a chance. This will prevent getting "out of sync" with the other cars. For driving variety (especially on Interstates), switch driving order once in a while by passing a couple of caravan cars or having several pass you. This keeps the "scenery" a little different and occupies your mind.

Communications

A CB radio is most effective and enjoyable for short ranges. At the start of the day, find out which channel will be used. Use the CB to give instructions, tell of problems, comment on society, etc. It makes the trip seem shorter. If you have an operating cell phone, give your number to the leader (if leader has a phone) and get other car's numbers. You shouldn't need the phone, but it might help if the group gets separated.

If you see a problem with anyone else's car, try to signal them and explain what it is.

Trouble/Unplanned stops/Emergencies, etc.

If your car has trouble (or if you need an emergency stop for personal reasons), try to locate a rest area or wide shoulder. Signal caravan leader that you are pulling off. The entire caravan will probably stop if it's safe to do so. If not, the caravan will pull off on next exit or road. Pull as far off the pavement as possible, and turn on flashers (if you have them). If you get out of your car to work on it, try to stay on the passenger side of the car, away from passing traffic. Keep anyone who is helping you on that side, too. Don't forget about passing high speed traffic which will be surprised by a number of cars parked along the shoulder. When pulling back onto the highway, it usually works best if everyone is ready to roll, then the last car pulls on to the road to "block" for the others. It sounds good, but doesn't always work, especially on Interstates.

Leaving the Caravan

If you decide to (or are forced to) leave the caravan for personal or mechanical reasons, make sure someone knows that the caravan shouldn't wait for you or look for you. Try to inform the caravan leader or sweep car. If you plan to meet up with the caravan later in the day or at the evening stop, know where the caravan plans to stop for the night. Get the hotel phone number, etc. if possible.

Remember, this is our vacation. We must have fun.



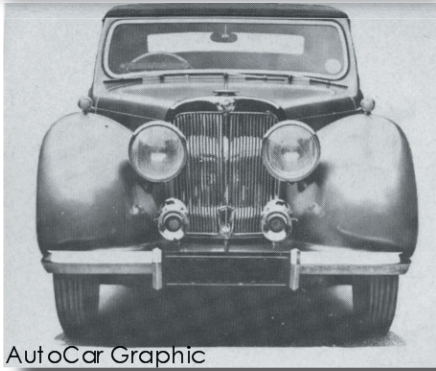
Jack Billimack 8/24/98



Last year we put together a few profiles of some Pre-War Triumphs. As a follow-up, we plan to look at the Triumphs that were manufactured by Standard-Triumph following the Second World War. We begin with a look at the 1800 and 2000 Roadsters built from 1946-49.

SPOTLIGHT ON TRIUMPHS

1800 & 2000 ROADSTER
By BOB STREEPY AND MEL MERZON]



AutoCar Graphic

The Triumph Automobile Company, originally the Triumph Cycle Company, entered into receivership in 1939 and ceased auto production after sixteen years of building “Quality Light Cars.” The company’s assets were taken over and sold off to The Standard Car Company following the cessation of hostilities in the Second World War. Sir John Black, often described by those who knew him as “mercurial”, headed Standard, which had produced reliable, if not particularly exciting, cars since 1912. Black was anxious to establish a more provocative image for his auto line, and he thought that the acquisition of the “Triumph” nameplate as part of his stable would enhance the company’s image. He was also highly motivated to produce a car that would compete with his arch rival, Sir William Lyons, whose Jaguar XK120 was the talk of most of

post war car world. He also wanted to compete with the MG TC, which had captured the fancy of many North American sports car enthusiasts in the late ‘40s.

The first automobile to bear the badge of “Standard-Triumph” was the 1800 Roadster introduced to the motoring public in 1946. Frank Callaby, who had been with Standard since the 1930s, and Arthur Ballard designed the car. Callaby was in charge, and designed the front fenders, grille, and hood, while Ballard drew up the plans from the “B” post back. Walter Belgrove, the famous Triumph designer, was still working on military projects and was not involved in the 1800 Roadster, although the design was said to borrow from Belgrove’s pre-war Dolomite design, a favorite of Black’s. In addition, some of the features were mandated by Sir John, including the “dickey” [rumble] seat with its novel two-part opening that created a windscreen for its occupants. [The Roadster was the last production car to feature such a “quaint” design.]



Photo by Mike Key

The body was built at Canley and made of aluminum fitted over ash wood, [due to shortages of steel], except for the front wings which were made from steel. Floors were made of wood.

The frame was designed by Ray Turner and, due to post war rationing of pressed steel, utilized rolled steel. This also allowed the frame to be used for the “Razor Edge” saloon cars by simply lengthening the chassis rails while keeping the suspension and drive train the same. The 1800 Roadster was powered by a 1776 CC overhead-valve engine rated at 63 or 65 horsepower depending on which source you believe, and it had a four speed, column-mounted shifter that propelled the car from 0-60 in “only” 34.4 seconds.

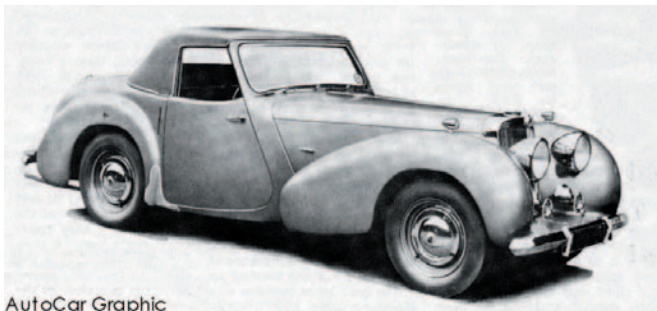
[Imagine how those times would have been affected if not for the aluminum body!] It featured an independent front suspension with transverse mounted leaf springs and lever shocks. Semi-elliptical springs and lever shocks suspended the rear end. The 2000, introduced in 1949, had coil springs and double wishbones on semi elliptical rear springs. The 1800 measured 175 inches in length, 64 inches in width, and 56 inches in height, quite large for the time, especially when compared to its rivals, the MG or Jaguar.

The car was first unveiled in March of 1946 for £927.00, including tax, but by the time the first models were actually sold to waiting customers, the price had risen, [remember, following the war, virtually all consumer products were in short supply and waiting time for new cars was measured in years].

The 1800 remained relatively unchanged until 1948, but in 1949, the engine was changed to the 2088 CC [127 cubic inches] Vanguard. This produced more horsepower but lower top speed due to altered gear ratios. The early 1800 version of the Triumph Roadster totaled approximately 2500 units, and the 2000 version added another 2000 units, bringing the total number of cars built to 4500.

The controversial design, based on prewar styling in a post war market, and the anemic performance contributed to sluggish sales, and production ceased in 1950 to give way the TRX, which would never be mass-produced. It would not be until 1952 with the introduction of the TR2 that Triumph would manufacture a car capable of capturing the interest of the sports car enthusiast.

We have two Roadsters in ISOA, both owned by Mel Merzon of Buffalo Grove. For more information on these interesting, first-ever postwar Triumphs, contact Mel at (847) 520-4723 or EMAIL: melvinsmerzon@aol.com.



AutoCar Graphic

Material for this article was sourced from:

- **Triumph Cars: The Complete Story** by G. Robson and R. Langworth
- **Triumph Sportscars** by Graham Robson
- **The AutoCar**, Feb. 1949
- **Triumph World**, #45, Aug./Sept 2002, # 53, Dec./Jan 2004



TOOLS TO TURN THE “BIG BRASS PLUG” ON THE A TYPE LAYCOCK DE NORMANVILLE OVERDRIVE
BY JAY HOLEKAMP



On the bottom of the A

Type Laycock de Normanville Overdrive unit there is a large (2 3/4 inch [59.8 mm] diameter) brass plug. The purpose of this plug is to drain the oil from the overdrive case and provide access to a brass screen oil filter and magnet. This plug also provides access to remove and replace the overdrive oil pump, if necessary. On later TRs, this plug has six notches cut into the circumference while on early cars this plug has a hexagonal lug. My 1964 TR4 has the plug with six notches. Obviously, some sort of tool that can engage the circumferential notches is needed to remove and replace this plug.

Although I’ve owned and used my TR4 since 1967, during the 1960s and 1970s when I drove the car daily, I took this plug out only once to change the gear oil in the gearbox/overdrive. Without the right tool, this was difficult and I worried about mangling the soft brass plug – I think I used an aluminum bar and a hammer. After my TR4 was restored in the middle 1990s, I decided to obtain proper tools to turn the “big brass plug”.

A machinist friend made me a special spanner wrench (photo 1) with six tabs that fit into the six notches and connected to a 1/2 inch drive breaker bar or ratchet.



photo 1

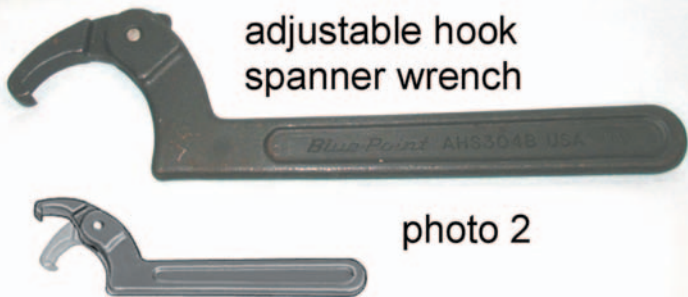
A good quality similar tool is now sold by British Tool of Grand Rapids, MI (www.britishtool.com) as part no. BT8, for \$ 45.50 + shipping.

I’ve also had very good success using a standard adjustable hook spanner wrench (photo 2). The one I have is a Snap-On Bluepoint no. AHS304B, \$64.25 at (www.snapon.com). Another good source is no. 5471A13 Adjustable Head Hook Style Spanner Wrench for 2” To 4-3/4” (50.8mm To 120.6mm) Circle Dia, \$25.05 at McMaster-Carr in Elmhurst (www.mcmaster.com). The notches on the plug need to be fairly square and unmolested for the hook to grab and, fortunately, mine are. If all else fails, Moss lists a new plug as part no. 866-250 for a whopping \$74.95!

To change all the oil in a Triumph gearbox / A type overdrive, both the transmission drain plug and the overdrive “big brass” drain plug must be removed. I’ll gladly loan these tools to ISOA members who want to change the oil in their gearbox / A type overdrive.



Jay Holekamp



adjustable hook spanner wrench

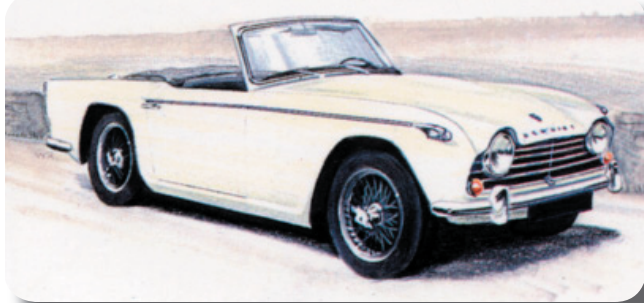
photo 2



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The following tech article was published in *The English Channel*, the supplement to the VTR Magazine, in March of 1987. It is reprinted with permission from VTR Magazine Editor, Mike Cook. Tim "Toolman" Buja has contributed some updates as shown in bold italics



CONVERSION TO NEGATIVE GROUND

DAVE BURNELL, SCTOA NEWSLETTER,
DEC. 1985
[WITH ADDITIONAL INFORMATION BY BILL
SOHL AND TIM BUJA]

Is conversion of a TR-2, 3 or 4 to negative ground a worthwhile thing? If you are a purist, probably not. But if you want to install any of the contemporary auto electronics such as AM/FM Cassette player, Radar detector, or CB Radio it is the easiest way to go. True, you could use a power inverter, but you must carefully consider the total power requirements that would be placed on it. Some of the more exotic and powerful automotive sound systems easily need 80 to 100 watts of power. Power inverters to provide that amount of power do not come cheap. An easier way is to convert the TR's positive ground system to negative ground. The conversion is straightforward and requires just a little time.....

If you are ready to convert, just use the following simple steps. In the event that you decide to convert back at a later date, the process is fully reversible.

1. *Disconnect the ground (positive) cable from the battery.*
2. *Disconnect the negative cable (the one that goes to the starter solenoid) from the battery.*

3. *Rotate the battery 180 degrees.*
4. *On the ignition coil, reverse the connections so that the positive (+) terminal is connected to the wiring harness lead and the negative (-) terminal is connected to the distributor. [Tim adds **"This step swaps the polarity of the ignition coil. It corrects the problem described in the first paragraph under 'it will take an additional few thousand volts to fire the spark plugs.'"**]*

5. *Behind the dash panel, unscrew the knurled nut holding the retaining bracket for the ammeter. Pull the ammeter forward. Slide the push-on connectors off and reconnect them in the reverse of how they were connected before. Reinstall the ammeter.*

6. *Reconnect the battery cable from the starter solenoid to the positive terminal of the battery.*

7. *Reconnect the ground cable to the negative terminal of the battery.*

8. *STOP, IMPORTANT, the next two steps cover polarizing the generator. This insures that when you start the car, the generator output is not opposing the polarity of the now reversed battery.*

9. *Disconnect the lead from the wiring harness to the field winding connection of the generator (the smaller of the two connections).*

10. *Obtain a piece of insulated wire that is long enough to reach from the positive battery terminal to the field winding connection of the generator. Connect one end, or have a friend hold it in contact with the positive battery terminal. Take the other end and momentarily touch it to the generator field winding several times. Unless it is particularly bright out, you should be able to see a small spark each time you do it.*

Congratulations, you now have a negative ground car and can install any of the many neat and wonderful gadgets now available. Some of you may be inclined to ask, "What about the starter motor and the other gauges?"

Electrically, the starter is a series wound motor. Series wound motors always turn in the same direction regardless of the polarity of the DC power presented to them. Of the other gauges, only the temperature gauge in TR-4's and the fuel gauge in TR-2/3 and 4 are electrical. They actually rely on an internal heating element to heat a bimetallic strip that then provides the motion that moves the respective gauge's needle. As such, the gauges' internal heating element is also insensitive to polarity. If you think about that for a moment, you will realize that is why those gauges take a few seconds to return to their off positions when you kill the ignition switch. It takes those few seconds for the heating elements to cool off.



continued from page 1



I arrived at Hallett on Friday AM. Also on hand were ISOA'ers Joan and Dennis Delap and Ernie Husmann. Ernie arrived at Hallett the long way, via California (see related story on page 12). Joan and Dennis came down the conventional way, driving down with Dennis' vintage race prepared TR3 in tow

The contrast between this year's event and last year's event at Road Atlanta was staggering. The Walter Mitty at Road Atlanta is a huge event, on a par with the Chicago Historic Races at Road America.



That's great for the spectators, not so great for the racers. There are so many cars at these huge events that track time for the racers is seriously limited. This year, the host club promised an intimate event with an emphasis on track time, and they really delivered. If a driver ran all of the available sessions on Friday, he would have exceeded the amount of track time that we got over the entire weekend the previous year. And the track itself was universally praised. Hallett is 1.8 miles long, with 10 turns. It is not a high-speed track like Road America. Instead, the emphasis at Hallett is handling and maintaining momentum, driving the

"racing line" and not making mistakes. For the spectator, Hallett is also an equally fun experience, with many vantage points that overlook large parts of the track, and features reasonably priced and tasty track food. Plus, the owners of the track were on hand, and made it their business to make sure that everyone there had the best possible time. Many of us are already looking forward to going back.

I never took a final count, but there were in excess of 30 TRiumph race cars there.

These included the TRiumph powered Thunderbolt, a TRiumph powered Devin, and a TRiumph powered TVR. But the true star

of the show, at least for the TRiumph people in attendance, was the TR250K. For those that don't know, the TR250K was designed by Kas Kastner and Pete Brock. Yes, the same Pete Brock best known for the Cobra Daytona Coupe and the BRE Racing Datsuns. The car is built on a TR250 chassis and uses the same 2.5-liter in line 6 cylinder engine. It was designed to race at Sebring, and 38 years later, it still looks modern and it still looks and runs great. If TRiumph had listened to Kas Kastner and had the money, the TR6 as we know it would never have happened. I had seen the



TR250K once before, at the Portland, OR VTR Convention. But, it was on display there. At Hallett, it raced. What a treat. Thanks to the Hart Family who towed it down all the way from Portland in order to share their piece of TRiumph history.

The large amount of track time coupled with the fact that this was the first race event of the year for most of the drivers meant that there was more than the usual amount of wrenching was going on in the paddock. Unfortunately, when your car is not street legal, you often don't find your mistakes until you are at the race-track. Some of the mechanical maladies were terminal and ended their owner's weekends prematurely. But, there was still a large group of Triumphs in the 30-minute feature race on Sunday, and it was most entertaining for those of us in the stands. 3 days of great people, great cars, great weather (85 and sunny all 3 days, but don't ask about Saturday night)



and the terrific venue that is Hallett started the 2006 vintage racing season off in fine style.

Elwood



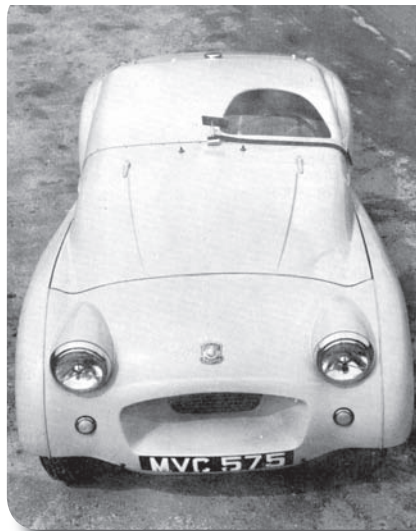
in World War II in the Royal Air Force, but due to his specialized background, he was assigned to work on engine development for the RAF, eventually working on the first English jet engines. After the war, he became a test driver for the BRM supercharged V16 racer.

In 1952, he was asked to evaluate the new triumph TR2. In an interview with Bill Piggott, Ken said that he candidly told Sir John Black that "...I think your new prototype sportscar is the most bloody awful car I've ever driven-its not at all safe to drive and will kill someone- in fact it ought to be

scapped." Richardson was then asked to supervise the redesign of the car so

This month we will mark the fifty-third anniversary of Ken Richardson's record setting "Jabeke Run." It was on May 20, 1953 that Richardson drove a production TR2 124.095 miles per hour on a highway in Belgium to establish the world record for 2-liter sports cars. Richardson would go on to head the Triumph Works Department and compete successfully in rallies, as well as wheel-to-wheel competition until the 1960s.

Richardson was born in 1911 in Bourne, the same town where the ERA Racing Company was located. He became an apprentice and later served as mechanic, test driver, and reserve race driver for them. He volunteered to serve

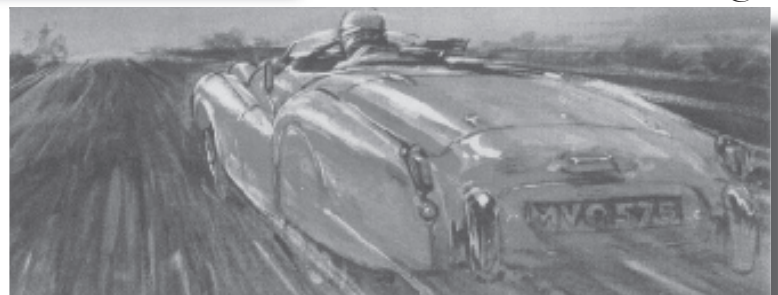


that it would meet Ken's criteria. The project was completed in only eight weeks. Ken was certain that the changes would permit the car to exceed 120 mph because he actually test drove the TR2 on the back roads of Coventry at that speed during testing.

During the famous Jabeke run, a spark plug wire came off on the first run resulting in a speed of only 104 MPH, still not bad for three cylinders. After connecting the plug lead, he drove the car to a world record for the cars under two liters. The record setting run helped establish the Triumph's reputation as one of the world's leading performance cars.

Ken Richardson left Triumph in 1961. He was a frequent visit to VTR conventions in his later years. and many of us had the opportunity to meet him at Fort Mitchell Kentucky in 1991. He died on June 27, 1997 at the age of 86.

Suds



THE TAIL GROWS OR,
THE LEGEND OF THE RABBIT
TEXT & GRAPHICS BY
ERNE "EVIL BURT" HUSMANN

If you have been following my saga, you know that last fall I purchased a vintage Spitfire racer located in southern California. Two failed attempts at having the car and parts delivered resulted in a short road trip of just less than 5,000 miles to pick up the car. So, on the afternoon of March 23rd, I departed for the Riverside, CA area and other locations.

Thanks to a fellow Friends of Triumph (FOT) member, Jerry Barr, I was able to do this trip in sheer luxury, relatively speaking. Jerry has a son who lives in the Bay Area that he wanted to see and Jerry also wanted to attend the FOT Shoot Out at the OK Corral at Hallet Motor Racing Circuit near Tulsa, OK [more on Hallet later]. As to the luxury part, Jerry owns a Dodge 1-ton extended cab, dual rear tire truck and an enclosed trailer. The truck has wide comfortable seats, which would come in very handy.

Looking forward to sunshine and warm temperatures, Jerry and I departed southern Wisconsin in a snowstorm with a Porsche 911S stowed in the trailer for delivery to San Diego, CA. We made Lincoln, NE by the end of day one encountering light snow most of the way. We reached Rock Springs, WY at the end of day two, as hundreds of Pronghorned Antelope along I-80 watched crazy Cheddarland tourists heading for Rocky Mountains. Things were going well and on day three, with expectations of warmer California temperatures, we arrived in Reno, NV. - Wait, what did that traffic warning sign say, something about chains required west of Reno?!?! No Way!, We don't have no stinkin' chains.

We stopped at a CalTrans inspection station located in Reno, NV to inquire about the road conditions. We were told that there was snow in

the higher elevations and that no trucks or trailers would be allowed past Reno without showing chains available for the drive wheels and at least one axle on the trailer. This couldn't be, sure it was cold - 36 degrees - but the stars were shining. It must have been an over protective CalTrans policy; yeah that had to be it. The CalTrans guy said the weather was breaking and the roads would open in an hour or so; no problem, right?. We could just take a break, have dinner, and get back on the road, right? [Hint: On a Saturday night in Reno, with the western highways shut down, don't expect to find a room and don't believe CalTrans.] This was where those wide comfortable seats really came into play. With the sound of 300+ diesels humming a lullaby, we fell asleep

The next morning at 9:00 AM, I-80 opened (note: 3 to 4 feet of new snow makes for great scenery) and off we headed to San Francisco for a day with Jerry's son and some sight seeing. On Monday morning we headed to San Diego to deliver the Porsche. Jerry said that MapQuest showed a six-hour drive, to which I said that this will be the longest six-hour drive ever. Eleven, somewhat warm, hours later we were going to sleep in a hotel in San Diego. On Tuesday morning, we dropped off the Porsche and set out to Menifee, CA and my father-in-law's horseless ranch to pick up the Spitfire. After three hours of loading the Spitfire and visiting, we were off to Phoenix, land of expensive hotel rooms (i.e. - if you have to ask you can't afford a room). On Wednesday we drove through Arizona, New Mexico, the Red Rock area, and almost every Indian Nation you can think of. That night we spent the night in Amarillo, TX.

On Thursday we headed to Hallet Motor



Racing Circuit. (Note: Shamrock, TX has restored gas stations and restaurants and I can personally recommend the Western Restaurant; a must stop if you're ever in the area). Hallet was where the legend of the rabbit was born. It seems that there was a stow-away in the trailer. When someone asked to see the Spitfire, I opened the rear doors and there sat the Rabbit. Guys, if you ever need a chick



magnet, get a rabbit The Rabbit was treated to the best weeds, dandelions, and got the most attention available at Hallet. However, based on the belief that, if you love them, you will set them free, the trailer was left open Friday night, and the Rabbit, being a shy bunny, sought solitude elsewhere. Biological evidence since discovered, has revealed that the Rabbit had taken up residence in the Spitfire while the car was stored in California.

We enjoyed three days of great racing at Hallet, with lots of wrenching opportunities, pilfering of parts from the Spitfire, and one wicked storm on Saturday night, all of which made the travel very worthwhile. [Note: Heralds are not supposed to go that fast!]

Following Hallet, we proceeded to motor 750 anticlimactic miles back to Wisconsin. The Spitfire is now in the garage and some investigation into what I really purchased has begun. After preliminary inspections, so far so good.

Oh yeah, it seems as though the Spitfire, or at least the majority of parts that I purchased, was the 1975 SCCA G-Production National Championship Car built and driven by Jerry Barker, who also drives a very wicked white steel bodied Herald.

One final note: In tribute to the Rabbit, the Spitfire will be raced from the *Wild Hare Racing* stable.

Evil Burt

The following text was received from Blake Dishler, the VTR web master and Vice President and may be of interest to any users of the intranet.

Vintage Triumph Register (VTR) announces the public launch of a Wiki-type database called WikiVTR with open access to all Triumph enthusiasts, be they members of VTR or not. VTR, in an effort to provide further support for Triumph enthusiasts worldwide, has established and is hosting this Wiki environment devoted entirely to Triumphs using a Creative Commons license that will make it freely available to all.

If you are unfamiliar with what a Wiki environment is, here is a description: "Wiki is server software that allows users to freely create and edit Web page content using any Web browser. Wiki supports hyperlinks and has a simple text syntax for creating new pages and cross-links between internal pages on the fly. Wiki is unusual among group communication mechanisms in that it allows the organization of contributions to be edited in addition to the content itself. Like

many simple concepts, "open editing" has some profound and subtle effects on Wiki usage. Allowing everyday users to create and edit any page in a Web site is exciting in that it encourages democratic use of the Web and promotes content composition by nontechnical users."

The intention of WikiVTR is to compliment the VTR Maintenance Handbook, and as of today, that information is once again freely available to all.

Hopefully, this action will encourage many more to contribute to WikiVTR with the goal that it will become a valuable source of knowledge for all in our hobby.

There surely will be some growing pains associated with WikiVTR since it is based on the model of self-policing. With the exception of the Table of Contents page for each Triumph vehicle type, every page is editable. The Wiki concept has proven successful because anyone may create and/or edit any

page. In general, the higher the number of contributors (or editors), the more useful and accurate a Wiki's content becomes.

Entry to WikiVTR is made via the RESOURCES tab on the VTR home page. Alternatively you can click on this direct link: <<http://www.vtr.org/disclaimer/>>. With either method, you will need to read and agree to a disclaimer to proceed. With your help, WikiVTR will become a useful resource to everyone who enjoys vintage Triumph automobiles.

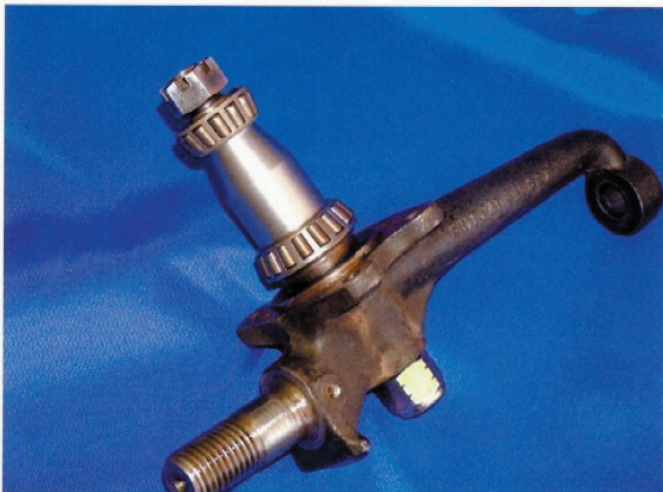
If anyone has questions, please email either Vernon Brannon, VTR President (vbbrannon@bellsouth.net) or Blake Discher, VTR V.P. Member-Services (bdischer@blakedischer.com) privately off list.

Sincerely,

VINTAGE TRIUMPH REGISTER

got brakes?

TR2-6 Spacer and Up-rated Axle Kit Cuts Brake Pad Knockback by 90%!



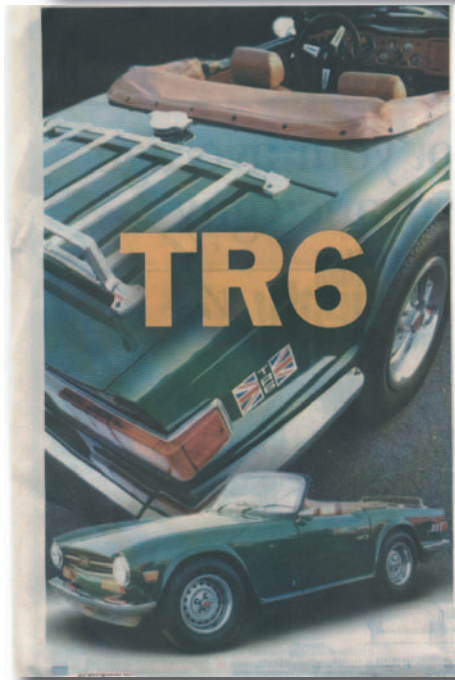
Well respected Triumph hotshoe "Uncle" Jack Drews of the famous "Uncle Jack's Racing Team" is developing an up-rated axle kit for the TR2-6 which is expected to go into production shortly.

He also is coming out with a product called the crank stripper which is piece of sheet metal that goes inside the pan, cut to a contour that causes it to be very close to the rotating crank and rods. As that assembly whirls around, there is a quite violent cloud of oil/air mixture through which the crank and rods. This device reduces the amount of oil in the air, yet it still allows lubrication to the camshaft and pistons. Engine dyno tests under controlled conditions show a measurable horsepower increase, increasing with the rpm, up to about four hp at 6000 and seven hp at 7000 RPM.

For pricing and availability, ph: Jack at 309/945-1196 or E-mail: vintr4@geneseo

[This infomercial presented as a public service. Snic Braaapp has no financial interest in this sale of this product.]

Special SNIC BRAAAP thanks to Jack Gleason for scanning this Sunday, March 26th Paddock Herald Newspaper Auto Section article into a PDF format for inclusion on the pages of this newsletter.



RUGGEDLY HANDSOME TWO-SEATER:

A TRIUMPH OF SIMPLICITY By MALCOLM GUNN

WHEELBASE COMMUNICATIONS

I don't know how the car can stand up to that kind of serious abuse," I would often say to myself.

The car in question was a 1971 mustard [mimosa] yellow Triumph TR6 sports car, a graduation present that my friend Gord had bought for himself. Fresh out of University and a full-fledged architect, Gord had replaced his long-since rusted out TR3, the one with the tiny doors and ill-fitting side-curtain windows, for this latest creation from the British Leyland conglomerate.

Gord loved cars, but knew nothing and cared even less about their inner workings. He simply enjoyed flogging the heck out of them at every opportunity, and his latest prize was no exception. His favorite attention-getting tactic was to bomb around town with the top down, wearing a rooster-shaped cap he had acquired from some frat house Halloween party. The effect was startling, if not a bit disturbing, but Gord, a full-blown eccentric in his own right, cared

little about what others thought. He was having a good time and got a kick out of the "Chicken Man" title his friends bestowed upon him.

Fortunately, the sturdy new TR6 was up to Gord's heavy-handed driving style, at least for the first few years of ownership.

The TR6 was first launched in 1969 to rave reviews. It had been preceded by the shortlived TR5 and TR250 models that introduced six-cylinder power to the TR-series for the first time. The TR6's inline 2.5-liter pushrod (OHV) motor was basically a carry-over from the TR250, as were most of its mechanical bits. However the bodywork had been restyled by Karmann, the same company that had designed the Volkswagen Karmann Ghia and built the Beetle convertible. The major cosmetic changes consisted of moving the headlights out to the edge of each fender and creating a chopped-off, or "Kamm-style" rear end. The result was a whole new lean and mean image for the Triumph, which proved popular with buyers, particularly in North America where 90 percent of the TR6's 94,619 total production were shipped (including every car manufactured after 1974).

Less popular with buyers, though, was the loss of power that resulted from the new emission controls that became mandatory on all new vehicles beginning in the late 1960s. To meet these anti-pollution requirements, Triumph was forced to replace the TR6's export model's fuel-injection system with a pair of Stromberg side-draft carburetors. The result was an output of slightly more than 100 horsepower, a significant reduction compared to the home market's 152-horsepower rating.

Performance also suffered, with a 10-sec-ond-plus 0-60 m.p.h. time, nearly two seconds slower than the proper British fuel-injected version.

Despite this power shortage, the TR6 was still considered a lively performer and its low center of gravity, four-wheel independent suspension and front disc brakes resulted in the car earning high marks in the fun-to-drive department. The cockpit was also a comfortable and cosy spot with plenty of leg, shoulder and elbow room for two.

But the real magic began when the engine was turned on, the four-speed gearbox was snicked into first gear and the relatively heavy clutch pedal was returned to the rest position. The burbling exhaust note emanating from the TR6 was sweet music to both passengers and passers by.

On the down side, the TR6's minimal rear suspension trawl resulted in much bottoming-out over rough or even moderately uneven pavement, transmitting a jarring thud through the driver's lower back. Also, the folding soft top (a removable fiberglass hard top was optional), although easier to erect than that of the MGB, still fell short of the class-leading Fiat 124's one-piece instant up/down lid,

By 1973, British Leyland was forced to add two grotesque chunks of rubber attached to the far end of each of TR6's front and rear bumpers in order to satisfy the ever-tightening North American safety regulations. Although they provided a measure of protection from mild trauma, they interrupted the car's otherwise clean and graceful lines.

After a seven-year production run, the last TR6 rolled out of the Canley, England plant in July, 1976. Its replacement, the TR7, was a thoroughly modernized sports car, with unit body construction, aerodynamic styling and trendy pop-up headlights. The new model was a popular seller, but its buzzy four-cylinder powerplant meant it lacked the heart and soul of the more muscular looking (and sounding) TR6.

Somehow, I can't imagine the hard-charging Chicken Man driving anything but.





HIGH GRIMES & MISTY STEAMERS



BY BOB "SUDS" STREEPY

that there is a spot just under the servo by the five-way pressure differential switch where old grease and grime goes to die, but only after attaching itself to a spot where it is virtually impossible for human hands, or brushes or rags to touch. A pressure washer applied to this area where so many delicate electrical gizmos are attached seemed a bit risky, so enter the hand held steamer. These things are available for around \$30-40 and can be found at Walgreens, K-Mart, Target, etc. I justified the acquisition of this things-about five years ago ostensibly to use on the barbeque grill, but, in fact, I had Lucille and Casper in mind. It seemed to work OK on the grill, so I figured, "What the Hell, if it's good enough for the old Charmglow, it should work OK on Lucille."

I followed the directions that came with the thing [basically, plug it in and wait until the red light goes on] and sprayed some hot steam at the dirty area; presto, no more grime. I have since used it under the hood and on various parts that couldn't or wouldn't go into the parts washer, and it has served well. I did find out the hard way, as usual, that when hot steam comes into contact with painted surfaces, it can "spot" the paint and be quite difficult, if not impossible, to remove. I managed to get some steam on the bottom of the hood when I got a bit carried away with the cleaning properties of the steamer, and it more or less defeated the purpose of quick and easy clean up to rub out the spots left by the steam.

As Joe Pawlak has often observed, you want good, quick and cheap, but you're only going to get two out of three at best. Nevertheless, for certain quickie cleanups, this thing is a useful tool to have around the garage. It won't replace a pressure washer or a parts washer, but it does complement them pretty well. If you want to detail an engine bay, but don't want to tie up a month of Sundays, this thing might be the answer.

Suds



ISOA TECHNICAL ExSPURTS

- TR3** Bill "Whizmo" Pyle
630/773 4806
- TR4** Pat "PowerBuldge" Lobdell
219/942 1263
- TR4A** Steve "Drippy" Yott
262-997-0701
- 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



In addition to assigning veteran Snic Braaapp correspondent Dave "Stumpy Joe" Kayson to Arizona last winter to report on the Barret Jackson Auction [Snic Braaapp, March 2006], we also sent new member Brian McCarthy to cover the event. He painted this word picture of his experience for your enjoyment..

LEAVING LAS VEGAS-
[OR IS THIS SCOTTSDALE?]

by Brian McCarthy

Being a person of modest means, I always found gambling difficult to understand. People go through a lot of time and expense to fly to a gaming location like Las Vegas only to throw away money. Doesn't matter if you are rich or poor, the odds are with the house, as they say, and the house almost always wins in the end. When was the last time you heard of a Las Vegas casino filing for bankruptcy?

Having just returned from the Barrett-Jackson auction in Scottsdale, Arizona, I guess the same could be said about the auto auction business. The only real winner at the 35th running of this automotive circus is the "House" of Barrett-Jackson.

Think about what the House's take was at this year's event:

- 8% consignment fee on over \$100,000,000 of cars and memorabilia
- 8-15% buyer's premium on over \$100,000,000 of cars and memorabilia
- Exhibit space sales to over 300 vendors
- Admission fees from non-bidders (\$50 for Saturday only!)
- Advertising sales
- Television rights
- Concession sales

And it goes on and on. Kind of like Las Vegas isn't it? There was a time when food and admission to a show were given away to get you to come and gamble. There are no

more free buffets, and there were few bargains at Barrett Jackson either. Just millions of dollars for the House.

Barrett Jackson has become The American Muscle Car Auction/Event, especially if you want to be able to pay a lot more than the car is really worth. With Speed TV coverage, it's also becoming a place to be seen. We've all heard that muscle cars are a strong market. Some of you may recall the "strong market" for classic cars in the late 80's driven in part by high demand from Japan. That market came crumbling down like a house of cards (sorry for the pun). The only thing left standing were the auction houses.

Will history repeat itself?

At Barrett Jackson, C2 (1963-1967) Corvettes ranged in price from a "low" of \$43,200 for a non-original, wrong engine (and incorrectly titled) 1963 convertible to \$378,000 for a numbers matching 427/435hp 1967 convertible. In the late 80's MB Gullwings approached \$600,000. Today they have come back (?) up to \$350,000.

At Barrett Jackson, just say the word "Hemi" and you can collect large sums of money. Original hemi-engined cars ranged from a low of \$72,320 for an unrestored 1966 Dodge Cornet to a 1970 Plymouth Cuda convertible at a whopping \$2,160,000! In the late 80's, real Ferrari Daytona Spiders exceeded \$1,000,000. Today, they've returned (?) to \$600,000. But let's focus on Triumphs. It only took a few minutes at Barrett Jackson. If the betting, sorry bidding, for muscle cars took place at the high rollers' table, the bidding for Triumphs took place at the \$2 tables.

This year only 2 Triumphs crossed the auction block, both TR6's. A well-documented, 3 year old restored 1974 sold for \$23,220. An undocumented, restored 1976 driver sold for \$11,340. Prices like these you can find at your local club event. Candidly, there was really

nothing interesting on the Triumph front.

However, if they say that TR6's are the next Austin Healey 3000's, then the future for TR6 owners may look bright. Big Healeys sold for prices ranging from \$44,000 to a high of \$143,000. They were all very presentable, and all but one were completely restored vehicles. Why the price difference you may ask? The only thing I can point to was the day of the week the car was auctioned. Only one of the Healey's sold on Saturday, the day all of the high profile (read expensive) cars cross the auction. The BJ8 auctioned on Saturday went for \$143,000. One of the other BJ8's sold for \$83,000 on Friday. The \$83,000 and the \$143,000 cars were both billed as having just completed thorough restorations by the same marque specialist. Prime time costs more, yet all things being equal, apparently yields more. Kind of like the price of show tickets in Las Vegas- cheaper during the week than on Saturday night.

So what was missing besides Triumph sports cars and common sense? More importantly what is missing for British car enthusiasts in the US?

We need our own Las Vegas. Yes, there are auctions throughout the US that will regularly feature high end, storied British cars, but there is nothing for the everyday enthusiast interested in purchasing the Triumphs, MG's, Austin Healey's and other makes which really launched the US sports car market.

Build this event slowly to ensure we get the right cars and the right buyers together in the same place, and maybe, over time, it will be viewed as the premier auction for British sports cars. Then we will no longer refer to it as our "Las Vegas" but instead call it our "Scottsdale."

Then we'll take our money and run before someone writes an article like this.

Brian McCarthy



RUMPUS

By Dave Kanzler, 74 TR6

When I first registered my TR6, I went with whatever plate number was assigned, knowing that one day I'd have to personalize it (and pay Secretary of State Jesse White dearly for the privilege). Having been an R.A.F. fighter pilot in a prior life (Hurricanes, shot down by flak over France), my first choice for a vanity plate was "TALLY HO," which is shorthand for "enemy in site." Unfortunately, it was taken and I declined Jesse's suggestion for "TALLE HO" as a substitute. I don't like "cutesy" misspellings, and besides I didn't want to be confused for a 6 foot tall "working girl."

I ruled out any version of "MY TR6 or DAVES TR" as just too obvious - of course it is my TR6 - whose else would it be?!?!? The color of my car (Maple Brown) gave me some inspiration. Foremost was "BRN SUGR". I really thought hard about this, but in the end decided that I'd be afraid to drive it on the near west and south side of Chicago, and that since

I didn't really care that much for the Rolling Stones, I'd have to pass.

I love Neil Young's music, so along that same line "CNMN GRL" was a strong contender. Again with Neil Young, I ruled out "LIVE RST" as tempting fate, but gave "NO RAIN" strong consideration. Switching musicians, I gave "RDR LOVE" some brief thought.

In the end, I was inspired by the throaty sound of the Monza exhaust and a favorite childhood story of my son Jack's, *Where the Wild Things Are*, which contains the line, "Let the wild rumpus begin." Jack asked me what a "rumpus" is, and wanting to be exact, I looked it up in the dictionary: commotion: the act of making a noisy disturbance. The next day I happened to drive my TR6, and when I started her up "it suddenly dawned on me like a streak of lighting burnt upon the sky" (with apologies to Arlo Guthrie) and thus was born my vanity plate choice: RUMPUS. Simple, straightforward, and definitely something the nuns of my Catholic school upbringing would attest is perfect for me.

Dave Kanzler

* * *

Dear Sir,



I was shocked and outraged by the theme of your April issue. How dare you make light of those of us who have entered the

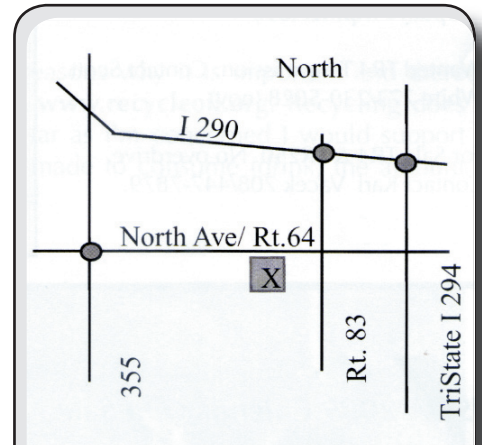
"golden years." You should be ashamed of yourself and if I were forty years younger, I'd take you out behind the woodshed to give you thrashing and box your ears. After all, age is only a

state of mind and I know I speak for all of the octogenarians in your [limited] readership when I say that you should have your mouth washed out with soap and be forced to sit in the corner without dinner until such time as you've learned better manners.

Heloise Prunemacher
Sun City, Huntley

Dear Miss Prunemacher,

How very nice to hear from you after all these years. I would have thought that you'd be pleased to know that all of the many hours you spent teaching us to diagram compound/complex sentences



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 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.

in the pluperfect voice back in 1952 have paid off when you saw that one of your least likely students had become the editor of an award-winning international publication. By the way, I don't think I ever had the chance to let you know personally just how much I appreciate all of your hard work in teaching those of us at back at O. F. Barbour Elementary School how to parse and cypher. You always kept the coal bin full and our quills sharp. In gratitude for all of your efforts, I would just like to ask you a little riddle: Think of a two word imperative in the active voice that rhymes with "duck shoe glass pole!" Ed.



The 15th Annual Champagne British Car Festival



15th Annual Champagne British Car Festival

Let your journey begin with a "Return to Camelot" and to Windswept Manor.

Friday, May 26, 2006

Enjoy a murder-mystery in Olde England as guests of the Lord and Lady of the Manor during a Renaissance court when court jesters, puppeteers, musicians, and traveling actors entertained royalty. You will dine on a meal representative of the Renaissance era. Reservations are required. To heighten your experience, come dressed in the period of the Round table.

End the day Saturday in the village for an evening of "spirits" and jocularly.

The multi-passenger wagon (bus) awaits as your transportation as you crawl to various pubs across the village.

Sunday, May 28, 2006

For all who are not weary from the night's activities, join us at the break of Dawn as we venture out for a cruise and a breakfast feast.

Upon our return, see the royal display of steeds (cars) battling on the Mighty Henneman Field.

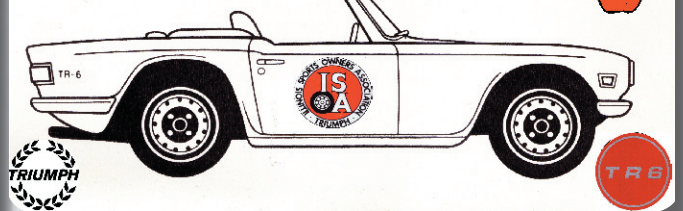
2006 T-shirt Design



Champagne British Car Festival May 26-28, 2006



Illinois Sports Owners Association "Sympathy for the Devil Tour" 6-06 in a TR6 on Route 66



Even though at the time of this writing there is snow coming down, it's never too early to start making plans for the first official ISOA driving event of the year 2006. Back by popular demand, Doug "Wires" Larson has prepared an itinerary guaranteed to rival the famous fall foliage "Triumphs to Triumph" Breakfast Run. The spring version will take place on Saturday, June 3rd, and wind along the "Mother Road," famous Illinois Rte 66. Code named the "Sympathy for the Devil Tour" the featured marque will be TR6 and will include a stop at the Route 66 museum in Pontiac. **Marque** your calendar now for this first breakfast run. Even if you don't have at TR6, we guarantee that you will "... get your kicks on Route 66 in, [or along side of] a TR6."



Triumph Register of America

◀ Back

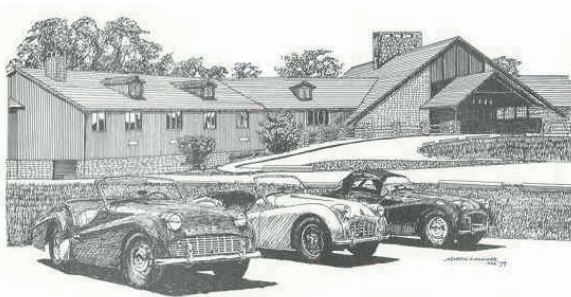
TRA 2006

The Triumph Register Of America National Committee Is Pleased To Present the 32nd Annual Gathering of the Faithful:



TRA National Meeting 2006

Burr Oak State Park, Ohio 14-18 June 2006
"drive, intimate, family, rustic, fun, drive"



6th
ANNIVERSARY
SPIT-TOGETHER

40th
ANNIVERSARY
of the GT6

Get Together 6

GT6 NASS
2006

AUGUST 4-6
CENTRAL
REGION

DAYTON, OHIO
BIRTHPLACE OF
AVIATION



Vintage Wheels & Wings Car Show and Fly-In
Sunday July 9, 2006



Eighth Annual All British Car & Cycle Show
 With Vintage Aircraft Fly-In & Optional Pre-Show Rally*

*(Rally to be held on Saturday afternoon preceding the Car Show)

Co-sponsored by the
BRITISH BOOTS & BONNETS CAR CLUB
 of Rockford, Illinois and the
Poplar Grove Vintage Wings and Wheels Museum

Sign up to receive Show information by mail - Reserve the date now! July 9, 2006

Call a member of our 2006 show committee for more information,

Bev Joyce at (815) 885-3368 or Ginger Spaight at (608) 752-4689

You can visit us on the Web at www.britishbootsandbonnets.com or email us at webmaster@britishbootsandbonnets.com.

MONSTER TRUCKS ONE OF A KIND '66 CHARGERS
 MUSTANGS STREET RODS PORSCHES NISSANS 4X4'S
 TRI 5 CHEVYS MG CLASSICS STUDEBAKERS AUBURNS
 WOPARS CUSTOMS TUNERS LOW RIDERS
 EARLY FORD V8'S JAGUARS OLDSMOBILES HUDSONS

Hot Summer Fling

Presented by
AUBURN-CORD DUESENBERG Festival

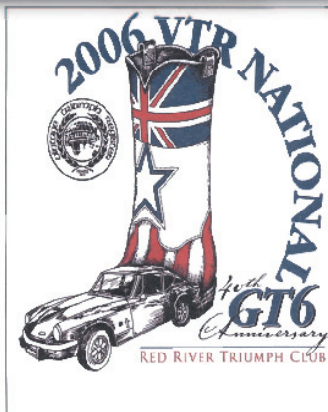
July 15th • 2006
 Kruse Auction Park
 Auburn, Indiana
 8:00AM Till 11:00PM

UNIQUE VEHICLE EXTRAVAGANZA & FESTIVAL

- ★ Like Vehicles Parked Together
- ★ Great Games • Creative Contests
- ★ Non-Judged Show
- ★ Dash Plaques to first 300 Vehicles Registered
- ★ Door Prizes • Swap Meet
- ★ Great Food (Breakfast-Lunch-Dinner)

Come and Enjoy an Outstanding Fun Filled Day & Night!

30-+30<30U-030-+0Z77<600N



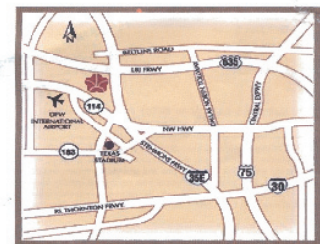
2006 Vintage Triumph Register National Convention

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

ILLINOIS RAILWAY MUSEUM
 7000 Olson Road, Union, Illinois 60180
 (Located in Union, Illinois, 5 miles off I-90 via Route 20, Marengo exit)

16TH ANNUAL VINTAGE TRANSPORT EXTRAVAGANZA
 SUNDAY, AUGUST 6, 2006
 8:00AM UNTIL 5:00PM

\$5.00 OPEN TO VEHICLES 1991 AND OLDER \$5.00

SEND \$5.00 PER VEHICLE, CHECK OR MONEY ORDER, PAYABLE TO "ILLINOIS RAILWAY MUSEUM." VEHICLE DRIVER & PASSENGERS RECEIVE FREE TRAIN TICKETS (A \$10.00 VALUE EACH) VALID FOR THE DAY OF THE SHOW ONLY. VEHICLE REGISTRATION THE DAY OF THE SHOW WILL BE \$10.00. PRE-REGISTER AND SAVE \$5.00 AND TIME AT THE GATE!

THE VINTAGE VEHICLE GATE CLOSURES AT NOON. NO FREE TICKETS AFTER GATE CLOSURES.

FOOD AND BEVERAGES AVAILABLE AT THE SNACK BAR AFTER 9:30AM

YOUR VEHICLE PASS WILL BE MAILED TO YOU IN EARLY JULY !!!

DISPLAY ONLY Dash Plaques Awarded to first 750 arrivals.

For more information call Mike Wende, (262) 697-7474, evenings 5pm to 9pm.

CUT HERE - CUT HERE - CUT HERE - CUT HERE - CUT HERE

CUT AND SEND THIS PART ONLY TO: VINTAGE TRANSPORT EXTRAVAGANZA c/o MIKE WENDE, 7114 96th AVENUE, KENOSHA, WI 53142-8201

ATTENTION: We request vehicle arrive before noon and remain until 4:00PM. We respectfully request vehicle occupancy be limited to driver and three adult passengers, and children. By submitting this application, applicant agrees to release Illinois Railway Museum and parent, indemnify, and defend it from any and all claims for any losses, damages, or injuries whatsoever arising in whole or in part from operation, transportation, or display of applicant's vehicle. Said applicant and parent(s) also agree not to consume alcoholic beverages at the show.

>>> EACH VEHICLE REQUIRES A SEPARATE REGISTRATION FORM !!! <<<<

PLEASE PRINT LEGIBLY. I WANT TO SEND YOUR ENTRY PASS TO THE RIGHT PERSON AND ADDRESS !!!

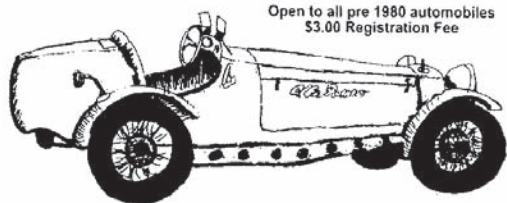
NAME: _____
 ADDRESS: _____
 CITY: _____ STATE: _____ ZIP CODE: _____
 AREA CODE: () PHONE #: _____ E-MAIL (OPTIONAL): _____
 VEHICLE YEAR 1991 OR OLDER: _____ MAKE: _____ MODEL: _____
 PRIMARY CLUB AFFILIATION (IF ANY): _____

REMEMBER to include a check or money order for \$5.00 payable to "Illinois Railway Museum." THANK YOU for supporting us!

Office Use Only: Registration Number: _____ For more information call (262) 697-7474 - Evenings 5pm to 9pm Club # Office Use Only Field: 234
 For more complete driving directions to the museum or additional information go to www.irm.org



8th Annual Classic Car Show



Open to all pre 1980 automobiles
\$3.00 Registration Fee

Sunday August 27, 2006

9:00 am to 4:00 pm

Drawings for Prizes at 2:00 pm (Car Owners Only)

For more info call: (847) 428-4693

Beer Garden! Food & Beverages AVAILABLE! Lots of Shaded Parking!

Presented by and located at:

Milk Pail Restaurant, Shopping & Entertainment Complex
1/2 Mile North of I-90 on Rt. 25 East Dundee, IL

- French Country Market (Shops & Bakery)
- Lighthouse Pointe Mini Golf & Maze
- Sunday Breakfast 8 - 11
- Jazz Brunch (Live Jazz Band) 10 - 2

Custom T-Shirts Available by Hot Rods To Go

FREE Cookie Bag & Dash Plaque to 1st 200 Car Owners

BRITISH CAR UNION PRESENTS BRITISH CAR FESTIVAL



Save the Date:- Sept. 10, 2006

British Car Union

P.O. Box 928

Downers Grove, IL 60515

Visit our website: www.britishcarunion.com

Rallye on the River



September 28-31

6-Pack TRials 2006
Cuyahoga Falls, OH

15th annual Orphan Auto Picnic

Sunday August 21st • Aurora Illinois

11 AM - 5 PM

Enjoy a relaxing day of fun, food, and vehicles!

- No admission fees!
- Games & prizes for kids!
- Complimentary beverages
- Rare, spectacular, and bizzare orphan vehicles
- No judging
- Raffle

Open to orphaned* makes and models at least 10 years old.

sponsored by:



hosted by:
Rick Korthauer

It's a picnic! Some first timers are surprised to find we don't provide the food. Nope, we provide beverages; you bring what you want to eat!

New and improved for 2005!

More BBQ grills! • More porta-potties! • More parking!

info: 815-469-2936, Larry • web: <http://www.ccecorvair.com/OAPI/>

*Please see additional information and map on reverse side

**THIS IS LAST YEAR'S FLYER. THIS YEAR'S DATE IS
SUNDAY, AUGUST 20, 2006**





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



More than four dozen intrepid Coventry Irregulars convened at Mack's Golden Pheasant in Elmhurst to celebrate the onset of Daylight savings time and bask in the revelry which customarily follows our most hallowed holiday – April Fool's Day. Filling in most ably for the absent chief executive was our own president in charge of vice, Mike "Toofus" Mueller who called the assembly to order, more or less, at precisely 7:13, the official ISOA starting time. Among the first timers in attendance at Sunday's meeting were Hank Sicora of Warrenville who owns a 1976 Spitfire and Rich Scholl of Mt. Prospect who owns a 1969 TR6.

The meeting started with a round table discussion of project updates from those of us completing various tasks in time for the driving season, [even though the weather continues to make top down driving a fantasy more than a reality]. Bob "Burnout" Steele asked if anybody had experience in fitting a parachute to back of a "modified" Stag for supplemental braking. On a slightly more serious note, Bill "Mr. Bill" Jensen sought the collective wisdom of the assemblage in terms of fitting cam bearings into a TR3 motor, which prompted some discussion.

Jack "Spuds" Billimack recapped some of the recent club events from the preceding month. Among other things, Jack described the transmission clinic held at Pyle's the previous week, and the

ever-popular chili party held at Rust's home in Cherry Valley. Jack then spoke about upcoming events, including the tune up/CB clinic scheduled for Pyle's, the Champaign car show. Kim "Lower Wacker" Jensen spoke of a tentative outing to Ravinia on July 1st at which Leonard Bernstein will perform. [We assume he will be playing his signature piece, *Freebird*, that evening.] Other official ISOA events scheduled for the driving season include a road trip to Auburn, Indiana, for a car show and auction with a side trip to the Auburn, Cord, Dusenberg Museum, Boots & Bonnets at Poplar Grove Airport, and the VTR convention in Texas, along with a return to the ever popular "White Trash Night" at Sycamore Speedway. Details on most of these activities appear elsewhere in the snoozeletter.

The highlight of the evening took place when Doug "Wires" Larson gave a power point presentation on the



upcoming "Sympathy for the Devil Tour" [take your TR6 on Rte 66 in 6 of 06]. Doug has already made the trip, and he showed some photos that he took along the way. It promises to be one of the driving season's highlights and should provide spirited conversation for years to come. Bob Steele also spoke of his excursion to Sebring at which he allegedly saw some bizarre sights, but we suspect that they may just been another flashback to his misspent youth.

The co-highlight of the evening and the featured topic was a discussion on the pros and cons of buying cars and parts on EBay. Dave "Stumpy Joe" Kayson and Tim "Gizmo" Mantel each spoke at some length on their experiences of buying and selling Triumphs and related ephemera this way.

Following a break, it was time for the monthly nominations and presentation of awards. The Peter M. Roberts nominees included your humble and obedient scribe for scanning some [2000+] of Jack's old ISOA slides for future enjoyment during meeting breaks; Al Christopher for rebuilding a trans at the clinic, several times; Bill Pyle, for supplying parts for a TR3 steering box; Gloria "Queenie" Capetto, for expressing grave concern for "Mr. Bill's well-being after he posted a message on the ISOA internet list that he had a "rollover" accident. The following sentence, which Gloria apparently didn't read, was that he had rolled over and gone back to sleep instead of going to Pyle's transmission clinic; and "Curious" Roman Hrynewycz, for checking to make sure that the ball bearings and springs in my transmission were all correctly installed; and to "Wires" for his presentation to promote the June Breakfast Tour on Route 66. Doug will receive a complimentary beverage for his good deed.

The Boomer nominations were limited to only one member: "Curious" Roman. It seems he wanted to find out how the ball bearings and springs on the inner hub of a gear cluster stayed in place, so after we [Steve Yott actually] finished assembling my TR3 gearbox, Roman rotated the mainshaft until the spring and balls all fell into the bottom of the case, causing your humble and obedient scribe to become most vexed. "Curious" now has the unique distinction of joining the club, getting a P.M Roberts nomination, and winning a Boomer, all in the same night. Way to go "Curious."

The monthly raffle was for a tuneup kit, consisting of plugs, points, rotor, condensor, and was won by Jay Holekamp.

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



Suds



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 display 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.

Wanted: “Long Bulge” Bonnet for 1962 TR4. George Loss ph. 630/832-4273; docloss@aol.com [3/06]

For Sale: New, OE TRW/Lucas TR6 clutch master - \$85.00 firm; Spitfire 1300 MK IV motor [FK870HE] - \$75.00; **Wanted:** engine hoist-mail ehusmann@sbcglobal.net [3/06]

For Sale: 1967 Sunbeam Alpine Mark V, Garage kept in excellent original condition! Rust free - New tires and new battery. 77,000 plus original miles. Many extra spare parts included must see to appreciate! Asking \$7,200. Call and leave message: 630-361-2310, or email: dmac773@gmail.com [5/06]

Wanted: Cub reporters to create verbal tapestries of summer car events for award winning snoozeletter. No writing skills necessary. [We don’t want our readers, - either one of them-, to become spoiled.] 3-4 paragraphs and a few pictures would be nice. We supply crayons. Compensation equivalent to 50% editor’s annual salary. Also wanted: Old car mags with Triumph car or accessory ads, etc. for donation or loan to Snic Braaapp archives. All items returned upon request. Call or e-mail Bob Streepy 630/372-7565; trstreepy@sbcglobal.net



ISOA Featured Regalia for May

Baseball Cap - low profile, red with black accents, with embroidered ISOA logo. 100% cotton with adjustable strap. Keep your head cool and look that way, too! Only \$12.

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



Bill Jensen 0/03	Ernie Husmann 5/09
Mike Geiter 5/04	Hank Sikora 5/12
Andy Mikonis 5/04	Mark Anderson 5/15
Mark McDermott 5/06	Diane Mueller 5/18
Burns Rafferty 5/06	Jim Chodak 5/21
Mary Lou Gleason 5/08	Bruce Bodenstein 5/24
Vickie Korey 5/09	Debbie Larson 5/251
Joan Shedor 5/09	

NEW MEMBERS

Bruce Bodenstein
402 N Walnut Ln., Schaumburg, IL 60194-3840
H:(847) 490-9767 W-Him:(847) 259-9600 x6006
EMAIL: bruce.bodenstein@sbcglobal.net
73 Spitfire

Roman Hrynewycz
1638 N 74th Ave., Elmwood Park, IL 60707-4217
H:(708) 456-4327 W-Him:(630) 238-0385
EMAIL: rah_63@comcast.net
74 TR6

Ruben Luna
438 N Harvard Ave., Villa Park, IL 60181-1525
H:(630) 832-3305 W-Him:(815) 218-3211
EMAIL: anul49@yahoo.com
1980 TR8

Rich Scholl
12 S Maple St., Mount Prospect, IL 60056-3228
H:(847) 259-9579
69 TR6

Hank & Dee Sikora
2S774 Grove Ln., Warrenville, IL 60555-2717
H:(630) 393-0668 W-Him:(847) 384-4431
EMAIL: ohenry8th@yahoo.com
76 Spitfire

Nikki Wilson
PO Box 1552, Des Plaines, IL 60017-1552
H:(847) 815-2048
EMAIL: nikkimwilson@aol.com - bounces (user unknown)
73 GT6

TR 4A

'With an independent air...'

1800 TR2 TR3 TR3A TR4 TR4A

TRIUMPH

GIVE YOUR CAR THAT SPRING FEELING!

Surprising how you and your car get that spring feeling when one or two new essential accessories are fitted. They not only enhance the car's looks but increase its efficiency. The Lucas range of equipment is wide and varied; the quality outstanding. See them at your local dealer, or write for illustrated literature.

FIT LUCAS MOTORING ESSENTIALS

- 58L 72L BRISTLE LAMP (Horn & Light)
- 58L 72L FOOT LAMP (Horn & Light)
- ELECTRIC SCREENSET 124
- SPORT COIL 312
- 314 PRESHIP L.C. SPORTING REFLECTOR
- WY 618 WINDSTONE SCREENS

Weekend 2000

Couple

The New Triumph 1800 Roadster

WITH NEWNHAMS

and good looks, a combination of fine road manners and driving pleasure known to the Motor industry. Newnhams have been established for over 50 years and are specialists in the maintenance of classic cars. The knowledge gained by long experience is coupled with the disposal of power and precision and the use of the finest materials.

THE CLASSICALLY BRITISH TRIUMPH TR6

The successor to the TR2, TR3 and TR4, the TR6 is one of the last vehicles to carry open sports cars.

It offers a high-torque, high-revving 2300cc six-cylinder engine. Its well-tuned body is finished in a special two-tone paint and includes a four-wheel disc suspension, front disc brakes, and rack-and-pinion steering.

As Motor Sport magazine discussed, "It gives a bit of oomph to the steering, and it's a lot more fun to drive."

THE ROAD-DRIVER TRIUMPH SPORTING 1200

The Triumph is only a piece of history named after the fighter plane that won the Battle of Britain.

It sports many features with the TR6, but has a 4-cylinder 1200 cc engine, rack-and-pinion steering, and four disc brakes.

A 1500cc four-cylinder engine gives the car sporting credentials. And it's

occupying power in the new range is the 1500cc engine. Contact, the 1500cc Alfa Romeo GTV and the 1512 1000 Porsche 911.

All of which helped Triumph win the F Production National Championship in South East Britain for its conversion for the past two years.

The classic British TR6 and the modern sports 1200, in the British tradition of open sports cars.

TRIUMPH

FROM THE LAND OF BRITISH RACING GREEN

In international automobile races, green is the official color of the cars of Great Britain. Britain, the land of the drivers who won eight of the last nine Grand Prix Championships. Home of the Top Five racing drivers of all time. And the land that introduced sports cars to America.

Our Triumph TR6 was one of those great sports cars. And being one of the last vehicles to carry open sports cars.

As Motor Sport magazine discussed, "It gives a bit of oomph to the steering, and it's a lot more fun to drive."

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TRIUMPH

ISOA ON THE INTERNET

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

ONLINE ROSTER ACCESS INFO

MAY 2006



*The Rear View Mirror - Jay Holekamp in his 1964 TR4 at VTR 2005
photo by Stacy McReynolds*

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