



SNIC

BRAAAPP



MARCH 2008

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“Git ‘er Done!” Publications, A division of the Busted Knuckle Group

NEWSLETTER OF THE ILLINOIS SPORTS OWNERS ASSOCIATION

DEDICATED TO THE ENJOYMENT AND PRESERVATION

OF TRIUMPH SPORTSCARS

CHICAGOLAND’S OLDEST AND MOST ACTIVE

TRIUMPH ENTHUSIASTS CLUB

NOW IN OUR FORTY-SECOND YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

BIG BASH 08

TEXT & GRAPHICS BY BOB “SUDS” STREEPY



Among the myriad of ISOA traditions [think “House on the Rock Tour” and “White Trash Night”] arguably there no annual event is as revered as the January “Big Bash,” the yearly club Christmas party, alternately thought of as either (a) the last social function of the previous year or, (b) the first of the current one. The

2008 edition was held at the Des Plaines Elks Club, again, and the festivities began around 6:00 PM with drinks and conversation. Mike “Hands Blonder and Bash planner/hostess Terri Underhill devised an “Icebreaker” game, appropriate for January to be sure, in which attendees answered questions about one another, or not. Dinner was served at 7:00, and the general consensus was that most of the food had actually been exposed to some sort of sustained intense heat this year, as opposed to the 2007 meal.

After the plates had been cleared and the various belts loosened, Hands gave the answers to the icebreaker, and then it was time for the presentation of awards mc’d by Jack “Spuds” Billimack and VP Mike “Toofus” Mueller, who filled in for the ailing club president Mark “Guzzler” Moore. Your humble

and obedient scribe also handed out certificates to those in attendance who had contributed articles to SNIC BRAAAPP during the course of 2007. A special plaque was given to Sheri “Big Mama” Pyle for her many years of service to the club as an officer on the board. The Ray Henderson ISOA Member of the



continued on following page

INSIDE MARCH SNIC BRAAAPP

*Tony beadle’s Con “TR” ibutions from Across the Pond
Transmission Clinic*

Spotlight on Sabrina TRs at Le Mans

Fact or “Factor” - by Phil Fox

TransAmerica Charity Drive Itinerary

“Classic”fieds

Lots More Stuff



Year” award was given to Steve “Drippy” Yott in recognition for the countless times he has assisted ISOA members by

working on all kinds of ISOA Triumphs. The 2007 Boomer of the year went to Tim “Gizmo” Mantel, in absentia, for his travails at VTR, among various other misadventures last year.

Following the awards presentation, it was time for highlight of the evening: a special guest appearance by the world’s greatest garage [since they spend so much time in their respective garages] band – ISOA’s own Spinal Tappets. The band [Jim “Screamer” Aldridge - guitar



and vocals, Dave “Stumpy Joe” Kayson -drums, Peter “Maestro” Conover [base], Dan “Wrongway” Swanson [keyboards], Mark “Silo” Fisher [harmonica], and Mike “Wheelman” Konopka [guitar], unveiled several new tunes, much to the delight of the audience. Along with Spinal tappets standards, [including “Smoke on the Dashboard (Water)” a tribute to Tim Smith, TR (Nowhere)



Man, The Toll (Weight), King of Stain (Pain)] the band performed an especially rousing rendition of I.S.O.A. (Y.M.C.A.) and Old Time TR3 (Rock and Roll) that seemed to go over well with those in attendance. With the exception of an off-key vocal by your truly ripped off from Janis Joplin’s “Mercedes Benz,” the group clearly demonstrated that they are as talented a group as ever filled an arena back in the day. The band played a dozen or so tunes and stayed on stage for about an hour, providing a tease of things

to come at this year’s VTR, where they have been contracted to play.

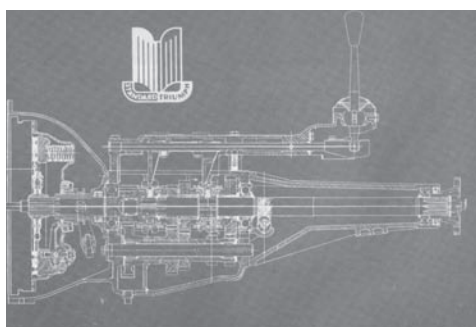
Following the band’s performance, it was time for the annual exercise in humiliation crafted by Barb Billimack in which people identify, or in most cases, fail to identify, figures from current events. This “game” is always a sure fired way to make the players feel pathetically uninformed, and this year’s version proved to be no exception, except for Vickie Corey, who again demonstrated a profound and broad based knowledge of obscure personalities.

The crowd began to thin around eleven, most likely shamed by Barb’s diabolical game, but not before having shared a most enjoyable evening.



Suds

TRANSMISSION CLINIC



SYNCHRONICITY

TEXT & GRAPHICS BY “SPUDS” BILLIMACK
[AS TOLD TO BOB STREEPY]

Nearly two dozen ISOA gear grinders gathered at the Itasca home of Bill and Sheri Pyle on Saturday, Feb. 16, to engage in the club’s annual transmission teardown and rebuild clinic. This year the featured

gearboxes belonged to Tom Sotomayer and Rich Scholl and they were attended to by all-around ISOA techspurt guru and 2007 Man of the Year Steve “Drippy” Yott, who was ably assisted by Billy “Whizmo” Pyle. The attendees observed in awe as the dynamic duo extracted the various bearings, synchros, shafts, et all, and inspected, cleaned, and reassembled the units with a degree of expertise unmatched this side of Coventry.



Around noon, Big M a m a announced that lunch was ready, and the group quickly relocated

to the garden level of the Pyle residence for sloppy Joes and beverages.



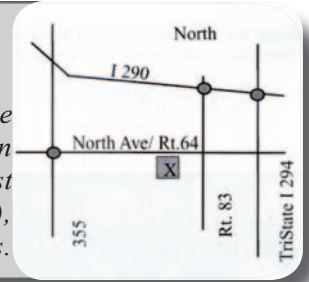
After lunch, it was back to the garage for more wrenching and only minimal

swearing as Drippy attended to the other trannies on the docket for attention. By late afternoon, most of the multitude was on the way home, all the wiser for watching Steve and Bill in action.



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, have a beer, and share some TRIUMPH BS with your fellow enthusiasts.



ISOA EVENTS OF INTREST

| Month | Date | Day | Time | Event |
|-------|-------|---------|---------|-------------------------------------------------------------------------|
| Mar. | 2nd | Sun. | 7:00 PM | ISOA General Membership Meeting [Board 5:00] |
| | 15th | Sat. | 3:00 PM | Chili Party, Hurst's - 3103 Westgate Ln., Joliet, 815/436-3236 |
| | 22nd | Sat. | 8:00 AM | Carb Clinic, Jensen's - 903 Lilac, Joliet, 815/729-9731 |
| Apr. | 6th | Sun. | 7:00 PM | ISOA General Membership Meeting [Board 5:00] |
| | 12th | Sat. | 8:00 AM | Distributor Clinic, - Korey's, 760 Barberry, Highland Park |
| | 31st | | | 25th Annual House on the Rock Tour |
| May | 3rd | Sat. | 8:00 AM | Tune-up Clinic Pyle's 320 N. Linden, Itasca, 630/773-4806 |
| | 4th | Sun. | 7:00 PM | ISOA General Membership Meeting [Board 5:00] |
| | 16-8 | Fr-Sun. | | SVRA Vintage GT Challenge - Road America, Elkhart, WI |
| | 23-5 | Fr-Sun. | | Champaign British Car Show |
| Jun. | 1st | Sun. | 7:00 PM | ISOA General Membership Meeting [Board 5:00] |
| | 8th | Sun. | | Michiana Bristish Car Show, South Bend, IN |
| | 8th | Sun. | | Peoria British Car Show |
| | 11-15 | W-Sa. | | TRA National Convention, Huron, OH |
| | 15th | Sun. | | Wisconsin British Car Show, Sussex, WI - John Stockinger 262-521-107221 |
| | 21st | Sat. | | St. Andrew Society Highland Games British Car Show, Oak Brook |
| | TBA | Sat. | | TR Fore! ISOA Golf Outing |
| July | 6th | Sun. | 7:00 PM | ISOA General Membership Meeting [Board 5:00] |
| | 11-13 | Fr-Sun. | | ISOA Spring Campout - Galena Area |
| | 13th | Sun. | | British Boots & Bonnets British Car Show, Poplar Grove, IL |
| | 26-7 | Sa-Sun. | | VSCDA at Autobahn Country Club, Joliet |
| | TBA | | | ISOA Annual Turnabout Picnic |

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. Side effects may include sudden and unexplained urges to bark at the moon. Notify your health care provider if symptoms last more than four hours.

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A LITTLE BS FROM BS



NEWS AND VIEW FROM THE
BUSTED KNUCKLE GARAGE

As some you may already know, the new Board has recently decided to give a psychological assessment to prospective ISOA members to make sure that any “newbies” are compatible with those of us who already belong to the club. What follows is a draft of such an instrument.* I thought that SNIC BRAAAP readers, possibly even both of them, might want to take the test for themselves to see how well they match up with rest of the club. Only one answer is correct, maybe.

So sharpen your #2 pencils and keep your eyes on your own paper.

1) The first thing to examine when considering the purchase of sports car is: (a) a 0 to 60 time that can actually measured with a stopwatch rather than a sundial; (b) engineering that dates back no further than the New Deal; (c) the amount of rust on the frame at the rear trailing arms.

2) You are willing and able to perform routine maintenance functions on your car, such as; (a) changing oil, replacing spark plugs, bleeding brakes, etc.; (b) replacing a clutch by yourself in an evening; (c) decoking your gudgeon pins every 1,000 miles.

3) When going on a trip further than the end of your driveway, you pack; (a) insurance card, license, and registration; (b) cell phone, credit cards, crescent wrench, pliers, and screwdriver; (c) the extra copy of your Bentley shop manual, RainX, duct tape, electrical tape, JB Weld, wire, fuses, bulbs, oil, brake fluid, gear oil, ether, gas can, butt connectors, generator, starter, coil,

plugs, points, condenser [or two], rebuild kits for master cylinder, slave cylinder, calipers, carbs, your backup frame, and items a and b.

4) To deal with the inevitable Lucas electrical “issues” you have heard are inherent to these cars, you; (a) keep a spare fuse in your cubby; (b) take a community college course in automotive electrical systems; (c) memorize Dan Masters book and enter the ISOA Techspurts on your cell phone’s speed dial.

5) When caught in a sudden downpour in your drop-head coupe, you; (a) slow down, activate your power top and windows, and turn on your defroster and wipers; (b) pull off, erect your hood, install your sidecurtains, and turn on your demister and wipers; (c) head for the nearest overpass, fasten the three snaps on your tonneau that actually fit, add an extra coat of RainX, and put on the raingear you keep in the boot.

6) You come to stop light and a kid in rice rocket pulls up on your right and revs his engine. You; (a) stare straight ahead trying to pretend you don’t notice him, and when the light changes, pull away as he leaves you in the dust; (b) turn to him and say, “I’d race you to the next light, but I’ve got my pet goldfish on the front seat; (c) rev your engine past the redline, pop the clutch when the light changes as he leaves you in the dust.

7) The best attire for open air “motoring” is; (a) a tweed sports coat with patches on the elbows, corduroy trousers, stringback leather gloves, and a dashing cap; (b) your Members Only® windbreaker, khaki slacks, and Ray Ban sunglasses; (c) a sweatshirt and jeans, preferably black so that they won’t show the grease and oil when you have to crawl underneath and reattach the spring on your slave cylinder.

8) While at a dinner party with friends, the conversation turns to international economics, [Isn’t that always the way it goes?] and one of the guests wonders why there are no high-tech innovations currently coming from the UK. You reply by saying; (a) “Apparently you haven’t heard about the steam-powered, belt driven PCs being developed in Speke;” (b) “I just read that the engineers in Coventry have developed an car that runs on recycled tea bags, but the garbage truck drivers’ union has been on strike since 1978, so they can’t bring it to market; (c) “Just as soon as the market for wooden framed, oil-leaking, rust prone, cars with funny names and unreliable electrical

systems bounces back, count on the Brits to be there.

9) After dinner, your host offers you a beverage. You ask for; (a) a cognac; (b) a brandy; (c) a 45-50° Guinness stout, [but you’ll settle for a room temperature PBR].

10) Your host asks if you have a preference for some classic British background music while you enjoy your drink. You reply, “Thanks, do you have any;” (a) Lonnie Donegan; (b) Engelbert Humperdink; (c) Long John Baldrey or Richard Thompson.

11) The all-time coolest name for a British car is; (a) Nimrod; (b) Humber Snipe (c) Triumph Scorpion.

12) After your earthly race is run and you shuffle off your mortal coil, St Peter welcomes you at the Pearly Gates and tells you that you may visit with one, and only one, heavenly inhabitant. You ask for directions to the quarters of; (a) Mahatma Gandhi; (b) John Lennon; (c) Ken Richardson.

13) Your significant other mentions that you need a new outfit for your mother-in-law’s birthday party. You reply, “OK, I’d stop by _____ on the way home;” (a) Giorgio Armani; (b) J. Crew; (c) Farm & Fleet.

14) You make it a point to stay home to watch reruns of, (a) Dancing with the Stars; (b) The Ann Coulter Show; (c) Blazing Saddles and/or Monty python.

15) People often say that you remind them of a cross between ; (a) J. Peterman & Alex Trebec; (b) Niles Crane & Anderson Cooper; (c) Red Green & Earl Hickey

16. Your bookshelf contains an entire shelf dedicated to the complete works of; (a) Kierkegaard; (b) Milton; (c) Peter Egan and Dan Masters.

Ok, time’s up. Exchange papers. If you answered “C,” to all of the above, you definitely have the right stuff to belong to ISOA - but you already knew that.

[Extra credit if you know what a drop-head coupe and a gudgeon pin are.]

Steeepy

*Ed Note: Fans of Peter Egan, the world’s greatest car/bike wordsmith, have undoubtedly read his occasional “psychological exams,” in which he cleverly queries prospective owners of various bikes as to whether or not they are predisposed to owning a motorcycle built in a particular nation. With all due respect to our hero, we have undertaken to flatter him [the sincerest form of imitation] by shamelessly stealing his idea here.



MOORE ON THE MARQUE
BY MARK "GUZZLER" MOORE



March is famous for coming in like a lion and going out like a lamb. I sure hope that this year that old adage holds true. This winter has given us more than its fair share of snow and cold and it's time for a little milder weather. Normally March is the month that I sneak the Triumph out of the garage for the first time. Even if it's only for a short ride, there is usually a nice break in the weather that just is too tempting to let slide by with out a top down drive.

It's at this time each year when the car fist comes out of the garage that something sort of magical happens. You look at your car again for the first time. Oh, you might have walked right by it all winter long but, you didn't really look at it. It might not even happen the first time you drive it. It may take awhile but, at some point the car will be just sitting there, all cleaned up, and you take a good look and say to yourself, "Man that is a great looking car."

It's funny how you forget how fine these cars look. I mean it looks fast just sitting in the driveway. You start to think, "Yeah, I am one lucky bastard to own such a fine machine." For awhile I thought I was the only one to experience this reawakening, but then I found others experience the same annual new found appreciation for an old friend.

Ken Crowley has told me how he can just sit in a lawn chair with a cold one and stare at his car the fist time it peeks out from under the car cover. I know,

Crowley can sit in a lawn chair with a cold one and watch grass grow or paint dry but, he has a point about the car. At lawn chair level you get a better appreciation for the lines of the car and your going to get thirsty sitting there taking it all in. I suggest you get a cooler and set next to you to save time running to get a fresh one. It's strange that the cars keep getting better looking with time and the rest of us seem to slide the other direction.

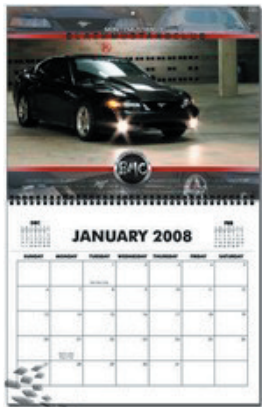
I look forward to warmer days and the chance to appreciate the beauty of a Triumph from both a lawn chair and the drivers seat. Until then, the TR4 sits in the garage with assorted junk piled on it. I walk by it most everyday but, I never really look at it.

Till Next Time

Guzzler

FROM THE IN "TR" NET

FORD SLAPS BRAND ENTHUSIASTS,
RETURNS LOVE WITH LEGAL PUNCH



While brands certainly don't want people using their products, logos and other related imagery to create products of their own, the hammer that Ford legal dropped on the Black Mustang Club seems a bit

heavy handed. Recently the club created a calendar which contained images of club members' cars photographed by the members themselves. Ford didn't take kindly to this and asked CafePress, the service the group had chosen to print the calendars, to kill the project claiming all the images in the calendar are the property of Ford...including the Black Mustang Club logo (this has been clarified in the update below. in actuality, it was CafePress

which, based on past Ford trademark dealings, initially refused to print the calendar).

It's understandable that a brand would and should do everything it can to protect itself from any kind of potential negative effect, but to attack a group of people who, clearly, love the product in question simply for showing their love of that product is, well, idiotic and more harmful to the brand had they done nothing at all.

BMC Owner Lisa commented to group members, "I'm sorry, but at this point we will not be producing the 2008 BMC Calendar, featuring our 2007 Members of the Month, solely due to Ford Motor Company's claim that they own all rights to the photos you take of your car. I hope to resolve this soon and be able to provide the calendar and other BMC merchandise that you guys want and deserve!"

We hope this can be resolved as well. It's one thing to protect your brand from being harmfully tarnished. It's another to shoot down the very people who love your product the most. Wake up and smell the CGM, Ford.

UPDATE: The issue has been resolved. Ford Car Communication's Whit-

ney Drake tells us "Mustang (and other car owners) can take pictures of their cars and make calendars and sell them to whomever they like. They can't however use Ford logos in the calendar." She further clarifies, "The club (Black Mustang Club) and cafe press (or another printer) now has permission to print the calendar. Apparently, CafePress misunderstood the intent of an earlier communication from Ford regarding the use of trademarks on other products they sold when it told Black Mustang Club it would not print its calendars.

Submitted by sharp-eyed reader
Irv "Elwood" Korey

Ed Note: At least we don't have to worry about BL slapping us with a lawsuit when Joe publishes our 2009 calendar.

PS - Have you seen Ford's new [?] "Safety Fast" ad campaign? Maybe they should spend less time and money on litigation and more or original marketing campaigns, like "The Shape of things to come."



Dear Editor,



Last year, I was flattered to be selected as a judge at the ISOA chili cook-off. I had just joined the club, and this was to be my first ISOA social

event. The original judge had called in sick at the last moment, and I happened to be standing at the judge's table asking for directions to the Coors Light truck, when the call came in. I was assured by the other two judges (Long-time ISOAers named Spuds and Stalker,) that the chili wouldn't be all that spicy, and, besides, they told me I could have beer on the house during the tasting, so I accepted. Here are my notes from the event in case any new members plan to attend this year.

#1- Maestro's Monster Chili

Judge # 1 -- A little too heavy on the tomato. Amusing kick.

Judge # 2 -- Nice, smooth tomato flavor. Very mild.

Judge # 3 (me) -- Holy shit, what the hell is this stuff? You could remove dried paint from your driveway. Took me two beers to put the flames out. I hope that's the worst one. These ISOA people are crazy.

#2 – Gizmo's Afterburner Chile...

Judge # 1 -- Smoky, with a hint of pork. Slight jalapeno tang.

Judge # 2 -- Exciting BBQ flavor, needs more peppers to be taken seriously.

Judge # 3 -- Keep this out of the reach of

children. I'm not sure what I'm supposed to taste besides pain. I had to wave off two people who wanted to give me the Heimlich maneuver. ! They had to rush in more beer when they saw the look on my face.

3 – Big Mama's Famous Burn Down the Garage Chili..

Judge # 1 -- Excellent firehouse chili. Great kick.

Judge # 2 -- A bit salty, good use of peppers.

Judge # 3 -- Call the EPA. I've located a uranium spill. My nose feels like I have been snorting Drano. Everyone knows the routine by now. Get me more beer before I ignite. Hostess pounded me on the back; now my backbone is in the front part of my chest. I'm getting shit-faced from all of the beer.

4 – Guzzler's Black Magic.



Judge # 1 -- Black bean chili with almost no spice. Disappointing.

Judge # 2 -- Hint of lime in the black beans. Good side dish for fish other mild foods, not much of a chili.

Judge # 3 -- I felt something scraping across my tongue, but was unable to taste it. Is it possible to burn out taste buds? Karen, the hostess, was standing behind me with fresh refills. That 300-LB woman is starting to look HOT...just like this nuclear waste I'm eating! Is chili an aphrodisiac?

5 Stalker's Legal Lip Remover...

Judge # 1 -- Meaty, strong chili. Cayenne peppers freshly ground, adding considerable kick. Very impressive.

Judge # 2 -- Chili using shredded beef, could use more tomato. Must admit the cayenne peppers make a strong statement.

Judge # 3 -- My ears are ringing, sweat is pouring off my forehead, and I can no longer focus my eyes. I farted, and four people behind me needed paramedics. The contestant seemed offended when I told her that her chili had given me brain damage. Karen saved my tongue from bleeding by pouring beer directly on it from the pitcher. I wonder if I'm burning my lips off. It really pisses me off that the other judges asked me to stop screaming. Screw those gearheads, I'm going to back to the MG Club.

6 – Voytek's Very Vegetarian Variety.

Judge # 1 -- Thin, yet bold vegetarian variety chili. Good balance of spices and peppers.

Judge # 2 -- The best yet. Aggressive use of peppers, onions, and garlic. Superb.

Judge # 3 -- My intestines are now a straight pipe filled with gaseous, sulfuric flames. I shit on myself when I farted, and I'm worried it will eat through the chair. No one seems inclined to stand behind me except that Karen. Can't feel my lips anymore. I need to wipe my ass with a snow cone.

#7–Stalker's Screaming Sensation Chili.

Judge # 1 -- A mediocre chili with too much reliance on canned peppers.

Judge # 2 -- Ho hum, tastes as if the chef literally threw in a can of chili peppers at the last moment. [I should take note that I am worried about Judge # 3. He appears to be in a bit of distress as he is

cursing uncontrollably.]

Judge # 3 -- You could put a grenade in my mouth, pull the pin, and I wouldn't feel a thing. I've lost sight in one eye, and the world sounds like it is made of rushing water. My shirt is covered with chili, which slid unnoticed out of my mouth. My pants are full of lava to match my shirt. At least during the autopsy, they'll know what killed me. I've decided to stop breathing; it's too painful. Screw it; I'm not getting any oxygen anyway. If I need air, I'll just suck it in through the 4-inch hole in my stomach.

8 – Toofus' Toenail Curling Chili...

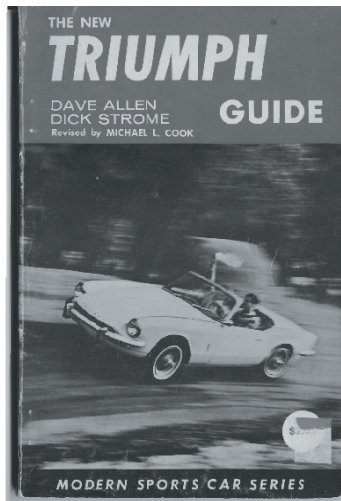
Judge # 1 -- The perfect ending, this is a nice blend chili. Not too bold but spicy enough to declare its existence.

Judge # 2 -- This final entry is a good, balanced chili. Neither mild nor hot. Sorry to see that most of it was lost when Judge #3 farted, passed out, fell over and pulled the chili pot down on top of himself. Not sure if he's going to make it. poor feller, wonder how he'd have reacted to really hot chili?

Judge # 3 - No Report



Ed Note; The above is an actually an encore presentation of a letter that first appeared a few years ago, but in case any new members are planning to attend this year's party, remember: forewarned is forearmed.



Jay Holekamp picked up *The New Triumph Guide* from an online, used bookseller and was kind enough to lend it to me to read.

This paperback, pocket-sized book by Dave Allen and Dick Strome, was updated by Mike Cook [see photo for a



much younger VTR newsletter editor]] in 1970, covers the development of Triumph cars from Buttercup, to the TRs, and through to the GT6.

One enjoyable section is entitled 'The Gendarme who goofed' - the story of the 1958 Alpine Rally, from the perspective of Bob Halmi, a photographer and sports-car driver. In just four pages, the reader can sense the camaraderie, adventure, and thrills these

cars brought their owners. With 58 starters - many private owners - there were only 18 finishers of the 70-odd hour, 2,800 mile course, which was flat for only one tenth of its length and was described as a nightmare of unpaved, twisting, narrow mountain roads where guard rails were rare.

Six TR3s entered the race, and Halmi tells the story of running out of gas at 5AM atop a mountain and searching for gas to 'borrow' to finish the leg. They found none, so they freewheeled down the mountain, and the brakes held out!

Then there's the tale of the Gendarme, who allowed a local's Peugeot to enter the course. Halmi collided with the Peugeot head on. To separate the cars, they unbolted all the front end of the TR3 - wings, lamps, bumper and grille and left them stuck in the French car. Halmi tells that only the radiator remained damaged, and they repaired this with a couple of handfulls of cement. The delay took away a third-in class position and they arrived at the finish just as the trophies were being handed out.

Amazingly, each of the Triumphs from the race was DRIVEN back to England. Triumph repaired and restored Halmi's car which was then shipped out to his home in Connecticut.

It's all the more amazing that this was just 50 years ago. Were it that motor racing were that exciting and 'affordable' now, with private owners having every chance of winning.

A few copies of the book, in various editions, are available online for under \$10.



Spinal Tappets lyricist encounters writer's block



SUPPORT YOUR LOCAL
SHERIFF-SUBSTITUTE

BY TONY BEADLE

ISOA INTERNATIONAL BUREAU CHIEF
& UK SENIOR CORRESPONDENT



Once you get to my age, every so often you come across something that reminds you just how different life was half a century ago. The most recent occurrence was the discovery of a small news item in The Autocar magazine of 25th July 1958 with the heading ‘Radar Prosecution Thrown Out’.

The single paragraph report concerned a radar-timed speeding case that was heard in court the previous week at Greenock, Renfrewshire in Scotland (about 20 miles west of Glasgow):

‘The Sheriff-substitute*, W.T. Hook, found the motorist concerned not guilty without hearing any evidence for the defence. He said that the apparatus demanded the utmost skill and care for its proper performance; anything short of that would lead to unreliability. The accused’s car was observed for a period of only two seconds over 50 yards of the road, and that raised a reasonable doubt in his mind. He did not disbelieve the police, but he said that he felt the detector was a machine of limited performance and to place reliance on it was not in accordance with his assessment of the requirements of the law.’

Unfortunately, despite the wise words of W.T. Hook, it wasn’t long before measurements taken by radar

speed traps were accepted as gospel by the UK judicial system – indeed, your correspondent received his first speeding ticket after being zapped by just such a contrivance in the mid-1960s – and the influence of intolerant machinery over motoring has expanded ever since.

Nowadays it doesn’t matter what the circumstances are; you can be driving along a completely empty stretch of road in perfect weather conditions at dawn or battling against rush hour traffic in a downpour on the same street, if a camera catches you doing 32mph in a 30mph zone you will be fined.

Contrast that mechanised inflexibility with the attitude of the two policemen I interviewed who drove a Triumph Dolomite Sprint as an unmarked patrol car in the ‘70s. Back then the officers were given the discretion to use their own individual common sense (and even a touch of humour where it was deemed appropriate) when dealing with minor offences. Thus punishment and prevention could be dealt with on the spot, avoiding the hassle of dragging everyone into court for a hearing.

One of their stories concerned a young driver they stopped for speeding soon after he had passed his driving test. The first time offender was made to sit in the back seat of the Dolly Sprint and write out ‘I must not speed’ one hundred times before being sent on his way with a caution, no doubt chastened by the experience and taking proper heed of the warning.

Likewise, relieving a drunk of his car keys outside a pub late at night and dropping them into a drain to prevent him driving home might seem to be a rather bizarre method of law enforcement, but the man in question had no complaints – quite the contrary in fact. After sobering up the next day he was extremely grateful for the police action; without the keys there was no temptation to risk using the car and thus he also avoided any possibility of being prosecuted as a result.

Putting aside the pink-hued eyeglasses before I am accused of get-

ting overly sentimental about ‘The Good Old Days’, let me also acknowledge that there were plenty of less tolerant cops around back then too. I’m sure most of us can recall encounters with police officers who treated everything strictly ‘by the book’. In my case it was being stopped on my way home from work early one evening because a taillight wasn’t working. Even though I opened the boot lid (sorry, trunk) and showed the policeman that the bulb holder was a bit loose and had fallen inside, then plugged it back in and proved that it worked okay, he still insisted on issuing me with a ticket that resulted in a fine equivalent to 25 dollars.

Returning to the Scottish case that started this off – if my memory serves me correctly, the minimum distance specified for timing the speed of a motor car in those days was a quarter of a mile. Although the velocity the police claimed to have measured was not included in the magazine piece, assuming the two seconds and 50 yards mentioned were the actual figures involved some simple maths gives a time of 70.4 seconds for a mile, or just over 51.1mph. Of course, one can only guess at the speed limit of the road concerned, but it was most likely 30mph so I bet the police were distinctly unhappy with the Sheriff-substitute’s verdict.

(*Footnote: ISOA members will probably be surprised to learn that, in certain aspects, the Scottish legal system differs from the one used in the rest of the UK. In Scotland a Sheriff is similar to a magistrate – town judge in USA – so presumably, as Sheriff-substitute, Mr Hook was a kind of replacement for the regular court official)

WHATEVER BECAME OF THE
“BRAKE-A-MATIC”?

Another automotive curiosity that I dredged up from the pages of an old magazine was something called the ‘Brake-A-Matic’. A three-



line item in the News in Brief section of The Light Car magazine of August 1948 simply described the device as: '...a USA invention, locks the brakes in the "on" position after the car has been stopped.'

There was no further information about where the 'Brake-A-Matic' was made, how it was activated or how the brakes were released when you wanted to drive off again, nothing. So if anyone can supply further details about the system or find out who was the person (or company) behind the 'Brake-A-Matic' and what eventually happened to it I would be delighted to hear from them.

WHICH DO YOU NEED – A SCREWDRIVER, SPEED WRENCH, OR HAMMER?

The numerous differences between English English and American English are widely known, but as ISOA runs regular tech sessions for members I thought it might be useful to pass on this classic automotive definition for future reference. In the UK, whenever a mechanic came across a stubborn fastener while working on an old British car, the tool he requested to loosen said bolt, nut or whatever was, more often than not, a 'Birmingham Screwdriver'. This name derived from the fact that the midlands city was, at one time, a major centre of heavy engineering and those working in the industry had the reputation of favouring rather unsophisticated methods to deal with such problems.

During a visit to Los Angeles many years ago I discovered there was a California equivalent. Helping my friend with some job on his car one day I was puzzled when he asked me to pass him the 'Mexican Speed Wrench'. Seeing my confusion, he pointed to a large hammer on the workbench and I understood immediately – I even made use of this description once back home in my own garage, but for some reason it failed to gain widespread acceptance over here (as did Taco Bell).

I assume there has to be a Chicagoland slang equivalent (unless Illinois mechanics go straight for the 'Flame Axe'), but must confess my complete ignorance as to the terminology used in the Mid-West. No doubt our esteemed editor Bob Streepy will fill this lamentable gap in my technical knowledge with a witty phrase or two hereabouts...

Tony Beadle,

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Ed Note: It appears that our colleague from Merry Olde is referencing the infamous BFH, as it is commonly referred to at ISOA tech sessions. Other acceptable nomenclature includes "The Polish Impact Wrench" which is not to be confused with the infamous Flame Wrench or the tool from Milwaukee with no conscience.- which under no circumstances would be used to remove welded on TR3 rear fenders[that's wings to you Tony]



ISOA U.K Bureau Chief conducting tech session on proper usgae of "Birmingham" Screwdriver



ISOA TECHNICAL EXSPURTS

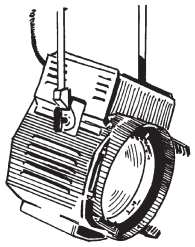
- TR3** Bill "Whizmo" Pyle
630/773 4806
- TR4** Pat "PowerBuldge" Lobdell
219/942 1263
- TR4A/250** Steve "Drippy" Yott
262/997-0701
- TR6 (Early)** Jeff "Stalker" Rust
815/874 5623
- TR6 (Late)** Irv "Elwood" Korey
847/831 2809
- TR7** Phil "Factor" Fox
630/662 7721
- TR8** Tim "Tool Man" Buja
815/332 3119
- Spitfire - [Early]** Joe "Stagmeister" Pawlak
847/683-9683
- Spitfire - [Late]** Bill "Mr. Bill" Jensen
815/729-9731
- GT6** Dave "Snake" Shedor
847/9375078
- Stag** Joe "Stagmeister" Pawlak
847/683-9683
- Machinist** Bob "Opera Man" Crowley
630/355 2170
- KeyMaster** Bob "Senile" Donile
630/837 3721
- Electrical Paint, Body,** Joe "Stagmeister" Pawlak
847/683-9683



SPOTLIGHT ON THE TRS LE MANS RACERS

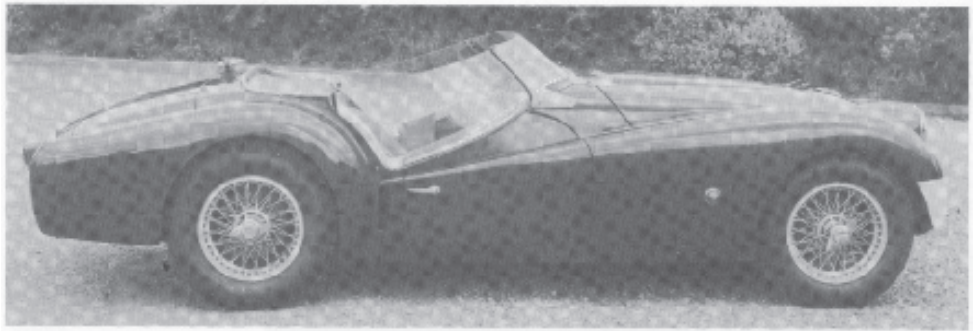
THIRTEENTH IN AN
OCCASIONAL SERIES

BY BOB STREEPY



In 1958 the Triumph Competition Department, secretly commenced work on its Le Mans race-prepared fleet of cars, referred to as TR3S's. When unveiled, these three cars appeared outwardly to have stock TR3 bodies, but, in fact, they actually had an additional six inches of wheelbase, and their bodies were fabricated out of fiberglass. The suspension was largely similar to the production models, with extra support built into the side members of the frame rails. The cars had four-wheel disc brakes along with reinforced rear-ends. The most conspicuous difference between these cars and the stock TR3s, however, came in the shape, literally and figuratively, of the power plant. The prototype had a five layer [sump, crankcase extension, crankcase, block, and head] engine built of alloy castings and was topped off with dual overhead camshafts, necessitating special protruding covers at the front that gave rise to its off the record nickname, taken from a prominent and very buxom [her measurements were 41-19-36] British TV personality of the day known as Sabrina.

The motor had a 90mm bore and 78mm stroke and displaced 1985 CC. Its beefed up crank was longer than that of the pushrod Tractor motor, but the whole thing weighed a few pounds less than a stock TR3 motor. Triumph executives hoped to accomplish two things with this engine. First, they were wanted to win team honors at Le Mans



[which had eluded them in 1954 and 55], and secondly, they hoped to use the racetrack to establish the durability of this new engine so that they could use it in an upscale Triumph, should the company decide to manufacture such a vehicle. [Imagine how a 1960s Stag-like car with a track proven DOHC engine might have helped the company's bottom line.] Fuel was supplied via twin dual choke SU carburetors, which proved to be quite temperamental. The Sabrina motor produced 150 hp, 50 more than the stock TR3 engine with similar displacement.

To prepare for the 1959 Le Mans, Triumph engineers decided to lengthen the frame to accommodate the new engine, thus adding extra weight to the car. In hindsight, this may not have been necessary, according to noted Triumph authority, Graham Robson. The added weight aside, the biggest miscalculation was to install radiator fans on these motors, against the express wishes of crew

chief, Ken Richardson. Two of the three cars had the fans blade disintegrate and puncture the radiators, forcing them to drop out of the race. Richardson ordered that the fan be removed from the third car, but it had to retire short of the finish line due to a faulty oil pump.

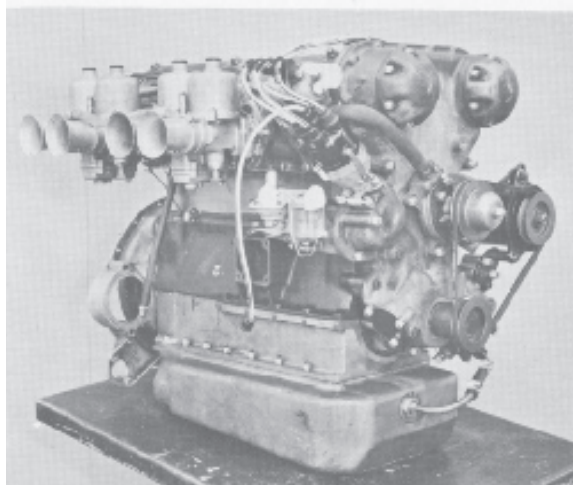
The following year, the TRS returned with four cars featuring newly designed Michellotti bodies. The engines and chassis remained the essentially the same, with modifications made to the frame to accommodate rack and pinion steering. These bodies, in effect, foreshadowed the TR4 design, and while pleasing to look at, were not especially aerodynamic. Unfortu-



nately for Triumph, these cars did not fare much better than the older style cars of the previous year. All three of the entries finished [without radiator fans this time], but they did not cover the required distance to qualify for a team prize. The valve seats distorted during the race, and the engines lost power causing the cars to run at slower speeds

The cars were taken back to Coventry, overhauled and prepped for the subsequent year's race. In 1961 they returned to Le Mans again, basically unchanged, but with new valve seats. The engines were now up to 155 hp, and this time they finished 9th, 11th, and 15th, and won the team prize for their class.

By 1961, British Leyland had taken over Standard Triumph, and one of their first official acts was to shut down the Works



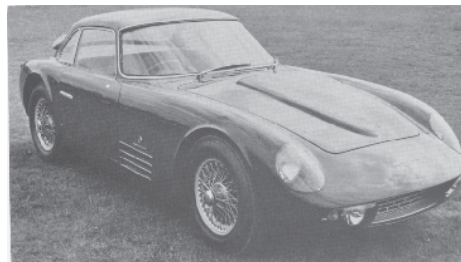


Department. The TRS cars were unceremoniously sold off. Two of them are now in the possession of Charles Runyon owner of the Roadster Factory, one is owned by a German Triumph enthusiast, and one [which is said to be in disrepair] is allegedly owned by a mysterious elderly widow in the United States who refuses to sell or restore it.

There is an interesting sidebar to the TRS Le Mans racecars in the shape of the "Conrero" racecar. It was the Italian race engineers Conrero, who also built Alpha Romeo racers, who designed a lighter frame to support a much lighter and aerodynamic Michellotti designed body. The car still had the Sabrina engine, but instead of SUs, it used Weber carburetors. It was originally scheduled to race at the 1962 Le Mans, but that plan went by the wayside when BL shut down the Competition Department. According to the most recent issue of *TRaction*, the TR Register Magazine, the car still exists and is in the hands of a British collector who plans to some day restore the car.

The TRS cars and their derivative, the Conrero, are intriguing examples of "what might have been." The potential for racing [and wining] on Sunday and selling

on Monday was there for Triumph, but, as usual, the constant cash flow issue prevented the company from following through on the project in such a way as to compete with racing's big dogs.



The steering and suspension developments were implemented in the TR4, and the work on the Sabrina engine was useful from a developmental standpoint, even if the engine never made its way into mass production. Still, it would have been interesting to see these cars receive the kind of factory support that other sports car companies gave to their competition department.

Streep ©

Information for this text was sourced from the following:

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FACT, OR FACTOR?

BY PHIL “FACTOR” FOX

Many, but possibly not all, ISOA folks are well aware of the Factor Family. On a recent December day, Mr. Factor mentioned to his oldest [and favorite] son that he needed to move his TR3A frame to Mrs. Factor’s local, heated, condo garage. It was Christmas Day, and his favorite son said, “That is a three man job,” recalling that the previous spring, it had taken more than two, but less than four people to load and unload the frame when they moved it from this locally, heated, condo garage. Plus, Mr. Factor thought that he could drive his 2001 4 wheel drive, 6” higher than standard, Dodge Ram 2500 [powered by a Cummins Diesel] from the street to the mini barn in the backyard (see photos 1 and 2), which he did while



Photo #1.



Photo #2

almost causing this massive vehicle to roll over just to the right of the Factor’s brick home. [He has since wondered if the Allstate Insurance Company would have covered that claim] Needless to say, Mr. Factor was not interested in driving back there again, so he thought he and

his favorite son could carry the frame up the hill. Maybe it was a three-man job.

Mr. Factor had planned to complete the frame repair/restoration the previous summer, plus he hoped to mount new tires to the recently sandblasted and power coated rims. Suffice to say, none of that work was completed, nor even started. Mr. Factor did purchase 5 new tires with the road hazard warranty, so the frame had to be moved that day. Mr. Factor asked Mrs. Factor and their favorite daughter, who was home from New York City, if they would like to help carry the TR3A frame from the mini barn up the snow covered yard and place it in the bed of the aforementioned truck. There followed a prolonged and uncomfortable silence; then Mrs. Factor remarked, that possibly the next-door neighbor(s) might want to help. Great suggestion, thought Mr. Factor, but when one has had 4 or 5 broken down Triumph Motor Cars in his driveway for most of the driving season for the better part of a dozen years, Mr. Factor did not think the neighbors would provide proper care to an acid dipped, powder coated, TR3A frame [with most of the powder coated suspension and steering components attached]. He feared that they might even try to accidentally drop it, or give the excuse Mr. Factor has given them whenever they had asked him for help, [“I just pulled my groin, and my wife wants me to relax,” while, in fact, he was watching the History Channel in high definition.] The factor then studied the set of tools he planned to use in this undertaking [see photo 3] -: a two-wheeled hand truck, a



Photo #3

wheelbarrow, and a 4-wheel cart. One end of the frame could be lowered from

the yellow sawhorse and placed on the 4-wheel cart. The other end (the heavy end – meaning the front) could then be raised, and the other yellow saw horse could be moved and the frame placed on the other dolly. [At that point, he began to consider that his favorite son might have been correct; maybe this was a three-man job.] He then was able to maneuver the frame out of the mini barn. However, the diameter of the cartwheels was too small to move the frame in the frozen snow.

Mr. Factor then recalled a saying from Mr. Iceman, [who had recently moved to Canada and was thus intimately familiar with snow,] that, “You just have to use the right tool.” So, looking for the right tool, Mr. Factor pulled out a slightly worn toboggan, which the Factor Family used to use when the two Factor Children were small to visit the Cook County Forest Preserves Toboggan Slides. He also remembered the free straps he picked up from the half shaft clinic at Pyle’s. He thought that maybe, just maybe, the 1981 7 horsepower, 22”, dual stage, self-propelled snow blower with the 12-month-old gas might start. [It didn’t.] Off he went to the gas station with the 2-gallon vinyl gas container. He reasoned that the best place to dump the old gas from this vessel would be in the convenient trashcan next to the gas pump.

Returning to the Factor Residence, Mr. Factor again inquired as to whether the Factor females might be inclined to help move the TR3A frame. Again, the silence was deafening. Mr. Factor later overheard them talking to an airline reservations agent. Oh good, Mrs. Factor and their favorite daughter were scheduling a trip to sunny California for two weeks in January. Hummmmm.

With fresh gas in the snow blower, and after pressing repeatedly on the black fuel primer button with the choke fully pulled out, Mr. Factor pulled the start rope, again, and again until once Mr. Factor was out of breath and thinking that maybe he should be visiting the workout room at Life Time Fitness more often, the apparatus started. After allowing time for Mr. Factor



to start breathing normally again, the snow blower had ample time to warm up, and the choke lever was pushed in.

With the strategic use of a few pieces of scrap wood on top of the Factor Toboggan, the frame was elevated high enough so that the frame would not rub the snow in this rugged terrain. Mr. factor found a yellow ratchet band "thingy" with hooks at each end so the hooks could attach to each rear axle of the snow blower. The grey strap connected the rope on the toboggan to the yellow ratchet band "thingy." [See photo 4] Mr. Factor engaged first gear of the selection of the

forward so that loading the frame could be done on dry pavement rather than on an icy surface, [see photo 7, 8 and 9] Mr. Factor was able to on load the frame. Move complete! [See photo 10]



Photo #4

four forward gears on the snow blower, and the contraption lurched forward with deliberation. Up, up, up the snow-covered, rugged terrain hill, over the side flower garden and onto the driveway the contrivance advanced. [See photo 5 and 6.] With his truck moved slightly



Photo #5



Photo #6



Photo #7



Photo #8



Photo #9



Photo #10

All done singularly by Mr. Factor without the use of any other inhabitants of the Factor residence. You got to use the right tool. Thank you Iceman.

I am still

the Factor.



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Below is a tentative itinerary prepared by John Macartney, and posted on his website [www.triumphtransamerica.org.uk], for his 2009 charity tour of North America. You will note that he plans to visit Illinois in August. He also invites Triumphistae from across the continent to join him, if only for a few miles, on his quest to raise money for charity. He writes

“If you’re planning to take part in the event, even if only for a few hours, you’ll soon be able to order your own rallyboard from me with a number UNIQUE to your car! For the record - 001 is the number that’ll be fixed to my car, the Triumph Stag.

Where you’ll be able to drive your car and take part in the event is on the map below. Follow the green line from the START in Florida, up the east coast and into Canada. It’s then roughly south-west to Dallas, north-west to Salt Lake City and east to Denver for a bit of R&R. On again to Minneapolis/St. Paul, back into Canada and all the way across to Vancouver - not forgetting to turn left when we reach the Pacific. From Vancouver, it’s downhill (in a manner of speaking) to the FINISH at San Luis Obispo.

NOW TO THE SPECIFICS in terms of WHERE are we going and WHEN? Before I start treading on toes and upsetting people with “why didn’t he want to come and visit us?” thoughts, let me say the venues listed below represent ‘first past the post’ approaches from clubs since this website went live in October 2007. The venues I have listed are BY NO MEANS the only ones and as you’ll see, they’re scheduled to take place at weekends. But so far, we don’t have anything listed for weekday nights whereby I might be able to *slightly* bend the route to call in on you Triumph enthusiasts for a Beer and Burger - or something like that? I accept and understand that only a few clubs have the physical resources to put on a Car Show type of event - but it’s the other smaller clubs I want to visit if humanly possible. If I can’t



get to all of you in the time available, any chance of two or three clubs coming together at a central venue along my general line of direction? Email me with your thoughts and proposals. The longer you leave it, the greater the risk of the route becoming more and more cast in concrete rather than soft mud!

SECTOR 1. START.

We’ll be active at a location SOMEWHERE in Florida (TBA) on 4th and 5th July 2009. Currently the map identifies ORLANDO as the location - but for the moment, that’s only for convenience. Alex Manzo (email) ambritts@ptdprolog.net is co-ordinating things, so drop him a note if you can suggest somewhere. Alex is anxious to involve as many clubs as possible for the START of this curious odyssey and our first stop for the following weekend is ATLANTA, Georgia. I’d be delighted to call in at clubs along this route.

SECTOR 2.

GEORGIA TRIUMPH ASSOCIATION,

In Atlanta have offered to hold an event and I hope they’ll be agreeable for it to be over the weekend of 11th & 12th July 2009? Thanks a lot, GTA. Looking forward to seeing y’all!

SECTOR 3.

Then it’s on up the road to GREENSBORO, North Carolina where HENDRIX WIRE WHEEL have extended an invite. This will be over the week-

end of 18th and 19th July 2009. I’d be delighted to call in at clubs along this route.

SECTOR 4.

Continuing north, the next stop is DELAWARE VALLEY TRIUMPHS in SKIPPACK, Pennsylvania for an event they have kindly offered to arrange over the weekend of 25th and 26th July 2009 - please DVT? This sector is one I’m really looking forward to doing because (a) I want to get up into “them thar hills” and (b) I think we could get a really great caravan together! I’d be delighted to call in at clubs along this route

SECTOR 5.

Ever onwards and upwards! NEW ENGLAND TRIUMPHS in Maine would like to support the trip by arranging an event, so could it be the next weekend, 1st and 2nd August 2009, please guys? At this stage, I don’t know where it’ll be, so watch this space! If things could be so arranged, our US Charity, GIFT FROM WITHIN has suggested the OWL’S HEAD TRANSPORT MUSEUM, close to ROCKLAND, Maine. Seems an ideal place to me as it’s very close to the “GIFT FROM WITHIN” headquarters in Camden, Maine. I’d be delighted to call in at clubs along this route

SECTOR 6.

This is quite a ‘hairy’ one as there are lots of miles to cover in just one week. The destination at the end of this week is ISOA (Illinois Sports Owners Association) in or near Chicago. After leaving the



NEW ENGLAND TRIUMPHS meeting and saying 'Hello' to Gift From Within, it's across the border into Canada. "Hello Triumphs in MONTREAL! Hello Triumphs in TORONTO" - John is passing through and would like to say "HI." For those of you who are unaware of car developments, ISOA have offered to do a great deal of work on the Stag prior to the event, so it's only right for me to call in and say "Thanks, Guys." I'm suggesting this takes place over the weekend of 8th and 9th August 2009 if that's OK with ISOA? But this is going to be a long driving week, with plenty of opportunity for caravans as we eat up the miles towards the 'windy city.' I'd be delighted to call in at clubs along this route.

SECTOR 7.

Another long distance week to GREEN COUNTRY TRIUMPHS in Tulsa, Oklahoma. Sam and Carol Clark who founded GCT in 1993 have invited us to visit with them - and we're delighted to do so. Hopefully they can accommodate 15th and 16th August 2009 for the purpose? But hey, my map tells me there are other Triumph clubs in the area I'm passing through, so I'd be delighted to call in to see them along this route.

SECTOR 8

Hopefully my aim "to get me a Stetson" could be realised this week as the trip won't be as far as the previous two weeks. I might even award myself a day or so of R&R? RED RIVER TRIUMPHS just outside Dallas, Texas have most generously offered to do the complete tear-down and rebuild of the Stag's engine and gearbox. What's more, I'm reliably informed they plan to reunite it with the car at the 2008 North American Triumph Challenge at Ypsilanti, Michigan. As those guys skills and quality of work will be totally responsible for getting me to their home base without mechanical failure, I owe it to them to make the trip to say "thanks, great job!". If it's OK with RRT, I'd like this to be over 22nd and 23rd August 2009. You up for that, guys? I'd be delighted to call in at clubs along this route.

SECTOR 9.

From Texas we head north-west to Salt Lake City, Utah to visit with BMCU - The British Motor Club of Utah. Mitch Johnson has kindly offered to host an event

and this will be over the weekend of 28th and 29th August 2009. Is that date OK with you Mitch? Hey, the day before is 65th birthday, so I guess I'll be spending it "at the wheel" with no opportunity to use the FREE bus pass I'll get to use back in the UK as an old age pensioner through the generosity and munificence of the British government!

SECTOR 10.

There may be a bit of back-tracking here as we return to DENVER, Colorado to stop for some R&R with Glenn Merrell, Chairman of The Triumph Stag Club, USA.. Hopefully, during that stay-over I'll get the opportunity to meet up with yet more Triumph and other LBC enthusiasts?

SECTOR 11.

Saying 'goodbye' to DENVER, it'll be on to MINNESOTA TRIUMPHS in Minneapolis for the 12th and 13th August 2009. Unfortunately, I can't time this trip for my visit to coincide with the big annual event these guys have with Motorbooks International which is a real shame - but that's how the cookie crumbles!

SECTOR 12.

Estimate from 14th to the 19th August 2009 - just 6 days to reach Vancouver! Now this is one hunk of a drive, because after leaving Minneapolis, it'll be back across the border into the Dominion of Canada, to see how Her Majesty's subjects are faring. This part of the trip is special for me for personal reasons, 'cos it'll give me the chance to see the prairies my dear old Dad talked of when he saw them as a boy, over one hundred years ago. I'd like to call in to see how those guys at the Triumph Drivers Club of Manitoba are getting along? Hey, you in there Winnipeg? Hint hint! Any chance of us cracking a six-pack or two, on the evening of Mon. 14th August?

Tue 15th August is a blast to REGINA to find the house where Dad lived between 1905 and 1915 in Retallack Street, Regina. There'll be an overnight stop in Saskatchewan. On 16th August, it'll be on to Calgary, where we have an informal gathering to attend at the Vintage Sports Car Club of Calgary. Sadly, there's only time for a one night stopover before doing the drive I've always promised myself

across the Rockies to VANCOUVER. I'm hoping to arrive on Saturday 19th August. Remembering that it's in Vancouver where I have to turn left on reaching the Pacific ocean, I'm anxious to meet as many of the guys at British Columbia Triumph Registry as possible on Sunday 20th August 2009?

SECTOR 14.

No, I haven't made a mistake with the sector numbering! I'm an illogically superstitious person and never use the number between 12 and 14 - so that's why this is SECTOR 14! Had I mentioned I'll be writing a book about this trip? No, perhaps I haven't. Anyway, that's the plan and the book title is already decided and it'll be "TURN LEFT AT VANCOUVER" This is also the last sector of the whole trip and it's is where I need to be extra vigilant to get the car safely to SAN LUIS OBISPO. Now I know there are a fair number of Triumph Clubs between Vancouver and S.L.O. I'm planning on leaving Vancouver on Tue 22nd September 2009 with the object of arriving in San Luis Obispo on Wed 29th September 2009 - so this gives me 8 DAYS to gently potter down the west coast and I'd really like to meet as many Triumph enthusiasts as possible during that period. I'm only guessing here, but as it seems the plan to hold "Triumphest" AND the VTR North American Triumph Challenge together at the same location, it's likely a good few people will be travelling down 'en masse'? Why don't we make up a really impressive caravan for that last leg??

Well done for having read this far! Now, hear this. As there is now a map for each sector of the trip, PLEASE contact me if you want me to deviate my route to call in on you. Once I know who and where you are - and subject to fitting your location in on the itinerary, I can then publish a revised map. That's the idea - so over to you - and thanks to EVERYONE so far, who has come up with offers of support."





ANNUAL ISOA CHILIFEST

The annual rite of spring known and loved as the ISOA Chili Fest will be held on Saturday, March 15th, at the home of Jerry and Sandy Hurst at 3103 Westgate Lane, Joliet. Whip up a vat of your favorite chili recipe and bring it to Joliet. Things get under way around 3:00 PM and will last until the beano wears off. RSVP 815/436-3236.

KASTNER CUP

It's like a planetary alignment for Triumph fans, only way cooler, since you can actually see it: Hundreds of historic Triumphs from around the globe are converging on Watkins Glen, NY, September 3-7 for the Kastner Cup Vintage Race, presented by Classic Motorsports magazine and Moss Motors.

Among the luminaries will be the famed Group 44 factory race cars, the first production Triumph sports car, and — of course — Kas Kastner, the legendary Triumph tuner, racer and head of the North American Triumph Competition Department.

It's all part of the Sportscar Vintage Racing Association's U.S. Vintage Grand

Prix — the largest vintage race weekend in the east. Kastner will present the Kastner Cup to the racer who best embodies the spirit of the marque and the event for the award. He'll also be on hand to assist racers and talk to fans of the marque.

TS01, a 1953 TR2 that holds the distinction of being the first production Triumph sports car off the line, will also be there. Joe Richards, who painstakingly restored TS01 to its historic original specs, will be honored by Friends of Triumph, the North America-based group of Triumph racers and race fans.


Triumph enthusiasts and racers will also be welcomed into the Friends Of Triumph Hospitality Tent and into the town of Watkins Glen. The downtown merchants association of Watkins Glen is organizing a street festival with Triumph as the featured

marque, and racers will be allowed to run the old street circuit through the town.

For more information on this amazing weekend of vintage and historic racing go to ClassicMotorsports.net/kastner-cup or contact Tim Baxter at baxter@classicmotorsports.net.



TR Fore! Second Annual ISOA **Black Sheep Open**
[Tee Time TBD]



Grab your mashie and join us at the Addison Park District Links & Tees, a par 3 golf course patterned after the famous Bushwood [and designed by Carl Spackler.] Your \$25.00 entry fee gets nine holes of golf, the use of a pull cart, lunch and beverages [@2]. Limited to the first 24 ISOAers who who sign up. RSVP Bruce Barnett, [847/357-4226]



FEBRUARY ISOA MEETING
NOTES,

[IN CASE YOU MISSED IT]

TEXT BY ROMAN "JR" HRYNEWYCZ
ISOA SCRIBE PRO TEMPORE



Sunday February 10, 2008 saw over fifty ISOA faithful gather at Mack's Golden Pheasant in spite of the sub zero temperature. No one drove their Triumphs as they no doubt were all hibernating and

could not be disturbed from their warm garages to make the trek. The lone guest of the evening was Steve Favel from the Midlands of England by way of New Berlin Wisconsin.

President Mark "Guzzler" Moore called the meeting to order at 7:20 with an introduction of the club officers in attendance. Kim "Lower Wacker" Jensen ably presented the treasurer's report by succinctly stating "We have money". Following the treasurer's report there were several short recaps of recent events. Mike "Hands" Blonder reported on the festivities of the Big Bash and the outstanding performance turned in by the ISOA house band the Spinal Tappets. Terry Underhill received much deserved appreciation for a fine job in organizing the event.

Joe Kaplon summarized the days activities at the differential clinic which he had the pleasure of hosting. Peter Schoppelry reported on the impromptu frame and welding clinic held at the

Pawlak's Hampshire quarter horse and Triumph ranch. Tim Buja will be updating the official ISOA website in the coming weeks, so anyone with web experience who wants to lend a hand should contact Tim.

The meeting next turned to project reports. The first was from Al Christopher who mentioned that the work on the body panels of his TR2 may be completed but since he is not practiced in bodywork he would like someone to come and give him a critique. Al offered anyone who would make the trip to inspect his work free adult beverages and loose women. This offer no doubt will garner many responses for assistance even from the least expert in the field of bodywork! Bill Jensen stated that Kim's Spitfire will soon have an overdrive transmission installed and a new wood rimmed steering wheel, which Kim got for Valentine's Day. Next Greg Fantozzi reported that after several years work the restoration of his '76 TR6 is nearly complete. After seeing the progress photographs I for one can't wait to see the final result in person.

Mark Moore gave a short summery of the status of the body work in progress on his TR6, which is being done under the tutelage of the talented Steve Yott (NAPM) at the Silver Lake Triumph Center.

Since Mark Moore was not in attendance at the Big Bash Jack Billmack took this opportunity to present Mark with a plaque in appreciation of his service as club president in the preceding year. Jack followed this up with his monthly summary of upcoming events, which can be viewed at the beginning of this issue.

After a short break the meeting got moving with items people wanted to unload. Murray Bruskin said that he has a TR3 transmission, starter and clutch set available. Al Christopher offered up a TR4 bumper mount. Lorrie Ann Fisher

mentioned that their fuel injected Spitfire was still available.

Next Jack Billmack stepped back to the microphone to mention a special event and had Tim Buja relay the story. Tim, being the proud dad he is beamed as he told the group of daughter Megan's accomplishment at winning 2nd place overall for the state of Illinois in high school bowling. Our heartiest congratulations go out to Megan. Jack then brought us up to date on the status of the "Trans America Charity Drive" and the timeline for acquisition of the Stag for restoration.

Larry Nolan won the raffle and his prizes included a California car duster, a tire pressure gauge and some miscellaneous tools. The Peter M. Roberts award nominees were: Mike Mueller for powder coating a set of TR6 seat rails for Greg Fantozzi, John Colton for so generously volunteering his freshly rebuilt Stag engine to the "Trans America Charity Drive", Ed Krakowiak for giving a set of GT6 wheels and tires to the Fishers, Kim Casper for providing Bill Jensen with some Spitfire differential bits and Joe Pawlak for the work he had done to Peter Schoppelry's TR6 frame. The winner of the highly sought after prize and the complimentary beverage was Joe Pawlak.

The Boomer nominees were: Bill Jensen by Kim Jensen, for backing into his boss's truck with a company van. Bill Pyle by Sheri for not parking his car in it's proper place thus forcing Sheri to drive into it. Mark Fisher by Lorrie Ann for hitting her Volvo with her race prepared Lincoln. The winner of this months Boomer award is Bill Jensen.

One final thing before wrapping up, I had noticed on the sign in sheet that we had a celebrity attend the meeting. He must have been in disguise because I did not remember seeing Mario Andretti in the audience. Next time he comes we should convince him to show himself so that we may be able to ask for autographs and have him share a couple of stories.

The meeting was concluded at 8:55. Sorry for any mistakes or if I have forgotten any details. For any gross omissions complaints may be directed at the official editor. That is all from this months SS (substitute scribe).



**ILLINOIS SAINT ANDREW SOCIETY HIGHLAND GAMES
BRITISH CAR SHOW
JUNE 21, 2008 OAK BROOK, ILLINOIS**





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: 1979 TR7 Convertible. Good Body \$500.00
Delivery available. 574/262-3459 [1/07]

For Sale: 4 48-spoke 15” x 4” Dayton wire wheels. Balanced. Less than 4,000 miles since being trued at factory. Best Offer. TR3 rear axle with drums. \$25.00. Bob Streepy 630/372-7565 trstreepy@sbcglobal.net. [3/08]

For Sale: Just in - Newly designed ISOA Sweatshirts. Be the first one on your block to have a new Crewneck, Hooded, or Zip Front Hooded style. \$20.00, \$25.00 and \$30.00. Call Kim Jensen, 815/729-9731, to order yours

Happy Birthday

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

| | |
|----------------------|--------------------------|
| Marty Sieloff 03/01 | Alan Avery 03/18 |
| Wally O'Brien 03/02 | Dave Kanzler 03/19 |
| George Grumbos 03/03 | Jay Holekamp 03/23 |
| Diane Rafferty 03/03 | Tom Tokarczyk 03/23 |
| Monnie Boylan 03/06 | Mike Sedlak on 03/24 |
| Mary Kurtzner 03/07 | Jack Hansen 03/24 |
| Jim Brodnicki 03/08 | Bobby Lathrop 03/26 |
| Dave Kayson 03/12 | Mel Merzon 03/27 |
| Noreen Dodaro 03/13 | Joe Pawlak 03/27 |
| Wayne Seyller 03/14 | Bobby Zambreno Jr. 03/28 |



Coming in your April Snic Braaapp

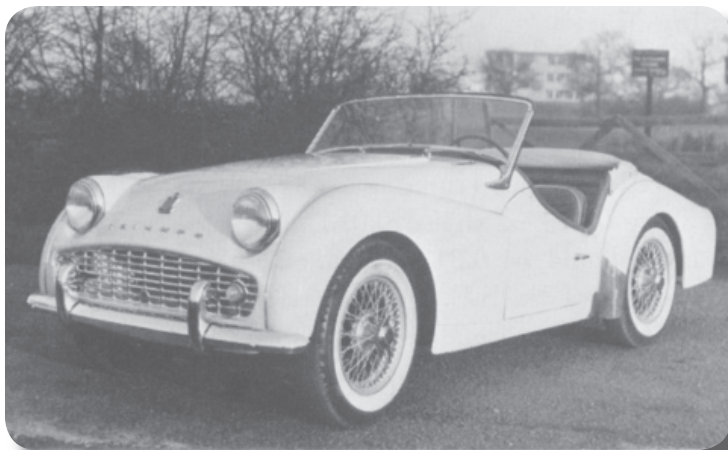
*Very important announcement from VTR re: ISOA
New High Performance parts available for Triumphs
Swap Meet report
Chili Party
Carb Clinic
Bowling Party
Tony Beadle's Con "TR" ibution from Across the Pond*

**Lots of other Stuff
On newstands March 25th**

New Members

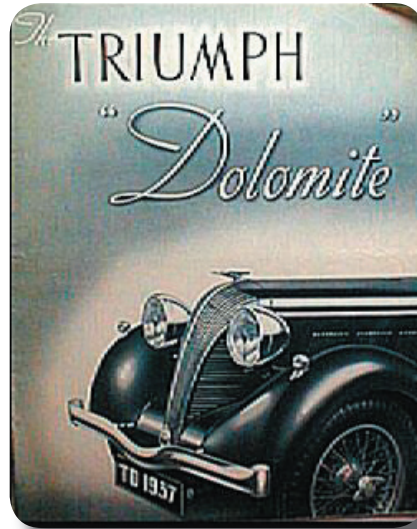
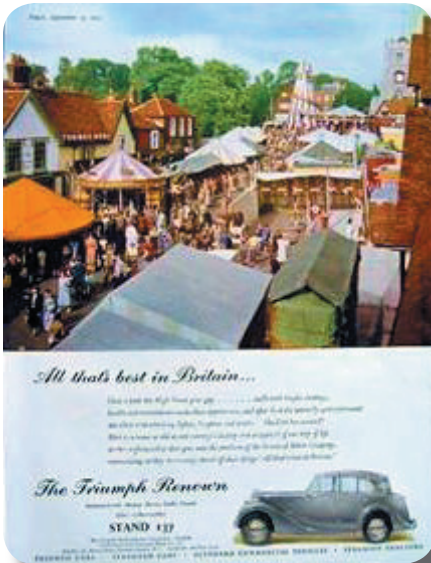
[memberships - 153; members - 221]

Jim & Nancy Scherer
15618 Moss Light Pl, Moseley, VA 23120-1613
60 TR3A



Last Call for Dues!!

Dues for 2008 need to be paid by March, 31st. If you have joined since September, 2007, your membership for 2008 is already taken care of. If you are unsure of your membership status, check with Tim "Toolman" Buja.



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 buja@insightbb.com

ONLINE ROSTER ACCESS INFO

SNIC
BRAAAP

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

THE REAR VIEW MIRROR

MARCH 2008



*JAY "CANNONBALL" HOLEKAMP IN HIS 1964 TR4 ON THE "TAIL OF THE DRAGON" OCT., 2007
PHOTO BY KILBOY.COM*