



# SNIC

# BRAAAPP

## MARCH 2011

Vol. III Issue No. 464

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-FOURTH YEAR -

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

## BIG BASH 2011

TEXT & GRAPHICS BY BOB "SUDS" STREEPY



**S**EVENTY-EIGHT TRIUMPHISTAE GATHERED in the 'Garden Level' of THE DesPlaines Elks Club to ring in the New Year at the annual ISOA Big Bash on Saturday, January 29th. The proceedings got under way around 6:00 PM with hors D'Oeuvres and an icebreaker game conceived by Joe Kaplon and Pat Price. While many of those in attendance mingled to try to find out who had seen the most Grateful Dead concerts, etc., others watched a video entitled *Traditional TRs*. Unfortunately, the AV equipment was not compatible with the slide show of photos from the 2010 VTR convention taken by John Kolton.

### INSIDE YOUR MARCH SNIC BRAAAPP

- Woodward Ave. Cruise report
- Racing Stuff
- March Madness - ISOA Style
- Flash Braaapp TR2 1st Drive 1954

Lots More Stuff

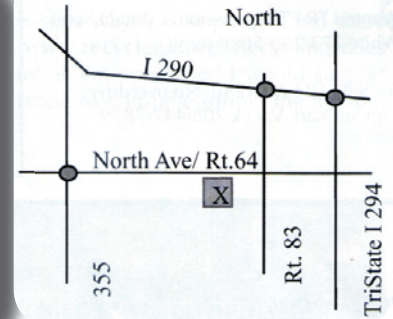
continued on page 6





## 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. The Board of Directors meets the first Sunday of every month prior to the general meeting. **Everyone is welcome to attend the Board meetings.**



## ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
MAR.	6TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	10TH	SAT.		BRITISH CAR DAY, NEW ORLEANS, LA , <a href="http://www.bmcno.org">www.bmcno.org</a>
	12TH	SAT.	8:00 AM	CARB CLINIC, JENSEN'S 903 LILAC LANE, JOLIET
	26TH	SAT.	3:00 PM	CHILI PARTY, MORGAN'S 4N154 THORNAPPLE RD., ST. CHARLES
APRIL	3RD	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	9TH	SAT.	8:00 AM	DISTRIBUTOR CLINIC, PAWLAK'S 14N640 ENGEL RD., HAMPSHIRE
	31ST		5:00 AM	ANNUAL ISOA TRIP TO HOUSE ON THE ROCK
MAY	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA	SAT.	8:00 AM	TUNE UP CLINIC, CSI, INC. 1114 RAIL DR., UNIT C, WOODSTOCK, IL
JUN.	4-5	SAT.-SUN.		CHAMPAGNE BRITISH CAR FESTIVAL, BLOOMINGTON
	5TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	15-8	WED.-SUN.		TRA NATIONAL MEET, FORT WAYNE, IN
	16-9	TH.-SUN.		21ST ANNUAL VINTAGE SPORTS CAR RENDEZVOUS - FARGO, ND <a href="http://www.BritishIronSociety.com">www.BritishIronSociety.com</a>
	18TH	SAT.		ILLINOIS ST. ANDREWS SOCIETY HIGHLAND GAMES BRITISH CAR SHOW, ITASCA
	18TH	SAT.		BREAKFAST TOUR ENDING AT BLACKHAWK FARMS RACEWAY
	19TH	SUN.		WISCONSIN BRITISH CAR FIELD DAY - SUSSEX, WI
	24TH	FRI.		DRIVE IN MOVIE NIGHT, CASCADE DRIVE IN THEATER, WEST CHICAGO.

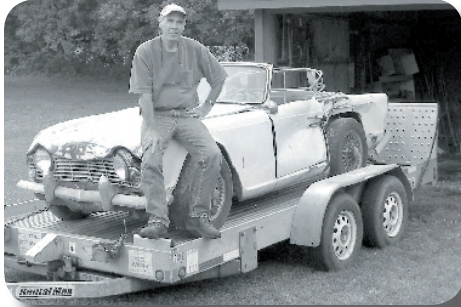
*SNIC-BRAAAPP is published monthly and mailed on the Monday before each ISOA meeting. Member contributions received by the 10th of the month will likely appear in the next newsletter. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the author's and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. Discontinue reading SNIC BRAAAPP if nausea persists for more than four hours. SNIC BRAAAPP does NOT prevent STDs or pregnancy. Questions, comments, concerns, or great thoughts should be directed to:*

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A LITTLE BS FROM BS



NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE  
BY BOB "SUDS" STREEPY

THE GROUNDHOG DAY 'SNOWMAGEDDON' caused innumerable tribulations throughout ISOAland, not the least of which was the postponement of our transmission clinic scheduled for Saturday, Feb. 5th, at Steve Yott's in Silver Lake, WI. A minor side effect of the rescheduling was that I had planned to print an article on the club transmission clinic on the cover of this month's Snic Braaapp. The postponement left us with a bit last minute scrambling to juggle the pages of the newsletter to accommodate the now 'reduced' content and still get the file to ViData Print in time to publish and mail this month's fish wrap.

As you may recall, the trans clinic was rescheduled from the previous year due to Steve's knee replacement, and many members were looking forward to participating in the "synchro symposium" in order to gain some insights as to what may have been troubling their transmis-

sions. Steve, unlike your humble and obedient scribe, actually gets along with his neighbors, and he determined that the presence of an additional 20-30 cars on an unplowed cul de sac might have led to some discord on Carla Court. Consequently, the clinic was rescheduled, and, hopefully by the time you read this [assuming anyone does], the clinic will have taken place.

At any rate, Steve decided to use the extra time to make some special preparation for the clinic. He, along with Jay Holekamp, had fabricated a 'cut-away' TR gearbox out of surplus parts to use as a visual aid at the clinic. He mounted a crank on the input shaft to demonstrate the inner workings of the standard [pun intended] trans. He also decided to disassemble a couple of the gearboxes he had selected as 'guinea pigs' for the clinic. He chose a non OD TR, a J-Type OD, and an A-Type OD to use as models for the clinic and invited a few guys up to his place on the date originally set aside for the clinic to get a head start on the "vandalism" [i.e. disassembly] phase.

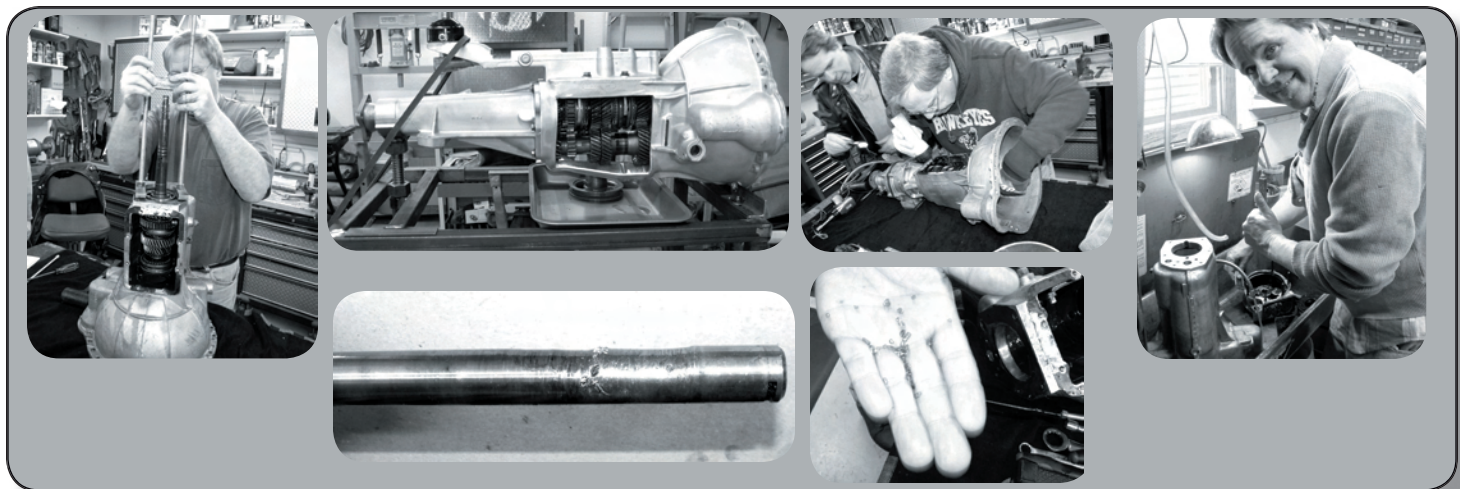
He started out with a J-type transmission belonging to Mike Konopka, which the Wheelman had acquired at the estate auction of Mark Joslyn. The condition was unknown, at least for about thirty minutes. Steve removed the top cover, the OD unit, and the input shaft bearing [using a purpose built tool that he had custom fabricated] and by 8:30 had the thing broken down to the component level. Then he inspected the gears, syn-

chros, bearings, etc. and prepared a list of parts that Mike would need to replace. Mike then took the various parts to the parts washer and began to meticulously clean the years of grease, swarf, etc. while Steve began to tear apart Steve Haas' standard 4-speed. Steve tore down the 2nd gearbox and evaluated its condition. It turned out, unfortunately for both Steve and Mike, that both gearboxes needed very pricey countershaft gears.

After a break for lunch, Steve examined Jack Billimack's A-Type TR4A gearbox. Haas took over at the parts washer, while Steve pulled Jack's trans apart. A quick inspection revealed a bad 4th gear but no other apparent damage. By early afternoon, each of the gearboxes had been torn down, evaluated, cleaned, and the respective owners had a detailed list of replacement parts that will hopefully be in their hot little hands by the time of the club clinic. If all goes according to plan [ha!] these three transmissions will have been assembled before a live audience at the club clinic last Saturday. Stay tuned next month for the results.

*Suds*

*Ed Note: Last month we asked for reader input on naming our project TR4. We've been inundated with suggestions [more than 1!], a few of which were actually suitable for printing in a family newsletter. Dave Kanzler's submission appears on the following page.*



**Top Row: L - R: Steve removing input shaft bearing; 'Cutaway' gearbox; Steve inspects internals of Konopka's trans; Wheelman at the parts washer. Bottom row L-R: 'slightly worn' layshaft; Dreaded Swarf!**



ROAMIN' WITH ROMAN



BY ISOA PRESIDENT  
ROMAN JR. HRYNEWYCZ

AS I SIT COOPED UP AT HOME recovering from a week's worth of shoveling, I cannot help but daydream of the warmer days ahead and of driving my TR. Staring out of my window, I pause to think to myself, "Will this snow ever melt?" Suddenly, more of the fluffy white precipitation begins to fall, and I feel the pain beginning to creep back into my shoulders. I yearn for top down driving weather and a nice road trip to clear my mind and rejuvenate my soul. As I gaze outside, I am brought back down to reality and the task at hand. Where the

hell am I going to put any more of this snow? It is already piled so high I can barely see. In addition, I dread driving in the snow. It is not that I don't know how, but rather that there are so many other people who don't. I attended my driver's education class during the winter, and I am reasonably secure in my own winter driving capability. But it is maddening to be caught behind someone driving an SUV ten miles per hour slower [or faster] than what is safe. Driving for an hour and a half just to get seven miles is just downright intolerable. I think that all new drivers need to demonstrate proficiency in winter driving in order to qualify them to be on the road, and as ISOA president, I think I'll lobby the General Assembly for a new law requiring mandatory winter driving school, maybe.

This snowstorm has showed itself to be most disruptive for our little band of Triumph aficionados, since it necessitated the postponement of the transmission clinic. Fortunately, on the other hand, we were lucky that the

storm did not come a few days earlier, since that would have wrecked havoc with the Big Bash. This year's Bash was a wonderful event, and I would like to thank Terry Underhill for organizing the party and Mike Blonder for performing the emcee duties. Also thanks to the Spinal Tappets for performing a set and entertaining the attendees, as well as to Barb and Jack Billimack for providing parlor games. I am always amazed at the different talents of ISOA members. This is truly a special club, and I am so glad to be a part of it.

I sure would like to escape from the grim reality of the current weather and just hallucinate about those coming warm days with the sun shining, blue skies and the melodic sound of a straight six reverberating through the countryside, but that will have to wait. For now, I'm off to shovel more of this damned white stuff.

*Junior*

A TR4 BY ANY OTHER NAME  
WILL DRIVE JUST AS SWEET



BY DAVE "RUMPUS" KANZLER

"BETSY." I NOMINATE BETSY as the official name of "Suds" Streepy's TR4. Every car we ever had growing up was named Betsy. Why? Because that was the name of my dad's M3A2 halftrack during World War II. That is a picture of it above, and that GI with the binoculars hanging down in the other picture is my dad, PFC John Kanzler, of the 14th Armored Division, standing over a wounded German soldier. (Confidential to Jay Holekamp: if you saw any 20ish year old German kids who looked like me while you were stationed in Germany, it might not be a

coincidence. My "very Catholic" father once told me, "the French women were very grateful, and the German women were so hungry that they would do anything for C-rations, they weren't some of my prouder moments.")

We were watching a National Geographic special once about a B-24 pilot who journeys to the South Pacific to scuba dive on his crashed plane 40 years later, and I asked my dad if he'd travel to Germany if they found Betsy in a junk yard in Munich. His response, edited for a G rated audience, was, "\$\*#(# no. That thing was a (\*&\*% death trap. "Whereby he explained that the size of the halftrack and the fact that it carried ammunition and supplies for his unit made it a conspicuous and desired target for German 88's. In addition, it was lightly armored so it couldn't really stop rifle and machine gun fire. "And yet," I asked him, "you have enough fondness for it to name all your cars Betsy?" "Well," he explained, "riding in a halftrack beat walking and sitting behind a 50 cal gave you a bigger sense of security than a M1."

That kind of love/hate relationship seems to me like something which most of us Triumph owners can relate to at some level (without all the shooting and being shot at). We are proud owners sitting next to them at the Downers Grove cruise night, but we're not so happy when the heater control unit ruptures and steam starts pouring out from under the hood on the way home. Another thing in Betsy's favor is that she helped kicked the German's rear end, and who among us hasn't fantasized about kicking the rear end of some arrogant Porsche Boxster.

But Suds, whatever you name your TR4, it really won't matter. No matter what you call her, I'm sure she'll take you to many great places, with many good friends and in a style like no other. After all, a TR4 by any other name will drive



just as sweet as you head down a country road on a summer day.

*Rumpus*



*continued from page 1*

The wait staff began to serve the meal around 7:00. Between courses, Mike Blonder entertained the crowd by providing the answers to questions from the icebreaker game, much to the delight of the audience. After the desert dishes were cleared, your humble and obedient scribe presented awards to those who contributed prose to Snic Braaapp in 2010. Among the recipients were: Jim Aldridge, Tony Beadle, Jack Billimack, Peter Conover, Nark Costello, Greg Fantozzi, Mark Fisher, Mike Geiter, Jay Holekamp, Roman Hrynewycz, Kim Jensen, Dave Kanzler, Joe Kaplon, Mike Konopka, Irv Korey, Ed Krakowiak, Mel Merzon, Mark Moore, Tom Morgan, Joe Pawlak, and Steve Yott. I also presented awards to the hosts and organizers of the various clinics and social functions in 2010.

Next up, newly elected [appointed, drafted?] ISOA president Roman Hrynewycz presented the ISOA Ray Henderson member of the year award to Chuck Montague for his many contributions to the club. The annual "Super Boomer" was given in absentia to Ed



Krakowiak for his memorable attempt to tow his TR8 with a tow strap **BY HIMSELF!**

After the brief awards presentation, the group was entertained by five of the six founding members of Spinal Tappets in an acoustic set in which band members, resplendent in their matching sweater vests, took a turn at the mike. Mike Konopka sang "Back in the USSR." Dan Swanson, who managed to play keyboard, guitar, and drums, although not all at one time, did two new original tunes, both from Al Greene's greatest hits, while Peter Conover did his own rendition of "Losing My Transmis-

sion." Mark Fisher, suffering from a cold, nevertheless soldiered on and performed "Flatbed, Parts, & Money." The highlight of the performance was the final tune which marked the debut of Dave "Stumpy Joe" Kayson who came out from behind the drum kit to take on the dual role of vocalist/dancer. Dave did a "unique" version of "I'm Henry the 8th I am" to the absolute delight of the crowd.

The evening ended with the traditional "identify the person in the photo" game, a diabolical exercise in current events conceived by Jack and Barb Billimack to humiliate the partygoers. By eleven, the crowd had pretty well thinned out, but not before enjoying a good meal, a few laughs, and some first rate entertainment. The club is indebted to all of the members of the committee who worked on the event, especially Terry Underhill and Mike Blonder who chaired the planning committee. It was truly another in a long series of "...a good times was had by all" ISOA events.

*Suds,*



**Top Row L - R:** Chuck Montague receives ISOA Member of the Year Award from president Roman Hrynewycz, 2010 "Super" Boomer, "Maestro" Conover on acoustic bass, "Wrongway" Swanson performing **Foam on the Cap**. **Bottom Row L - R:** partygoers attempt to solve Billimack's "Who Dat?" game, panoramic photo of many of the 79 attendees. ISOAERs enjoying the meal



TRIUMPHS ON TRACK

TEXT AND GRAPHIC BY IRB "ELWOOD" KOREY

WHEN THE TR2 WAS INTRODUCED, THE combination of a powerful 4 cylinder engine and good handling chassis at a reasonable price quickly made the first Triumph sports car a success. Many of these cars made their way to the race track, and as the TR2 morphed into the TR3, TR4, and beyond, more and more of these cars were raced, always with tremendous success. When the TR8 was first raced, the car was so dominant against its competition, that the SCCA immediately penalized the car with a 400# (400#!) penalty to try and slow it down. Instead, Group 44 told the SCCA to shove it and switched to IMSA. Another Triumph success story on the race track was and is the Spitfire. Spitfires are competitive even today, with a Spitfire winning a SCCA National Championship in 2010 against much more modern competition.

With a pedigree like that, it is no wonder that so many Triumphs are being raced today. While a handful still race in the SCCA's current era series, the vast majority of them can be seen at vintage race events, where many of them are turning lap times that are faster than when the cars were new. Many of them are prepared using competition preparation manuals distributed by Triumph back in the day. Those manuals were prepared by Kas Kastner. Mr Kastner remains heavily involved in the Tri-

umph racing community. Many Triumph racers are loosely affiliated into an association called the Friends of Triumph. A few years ago, the Friends of Tri-

umph and Mr. Kastner combined to create an annual focus event for Triumph racers and their cars. The first of these took place in 2003 at Mosport, a Canadian racetrack near Toronto. The Kastner Cup has been awarded annually since then, with the event being moved across the country. In 2011, the Kastner Cup will be awarded at Laguna Seca in California, June 6-8. Plans are already in place for the 2012 Kastner Cup event, which will coincide with the celebration of the 60th anniversary of the Triumph sports car. ISOA had a large presence at Mid Ohio for the 50th anniversary celebration. Perhaps we will have a club road trip on the calendar in 2012?

Another vintage race event that should be of interest to Triumph racing fans is the Vintage Drivers' Club of America's Wild Hare Run at Virginia International Raceway. This event featured 14 Triumph race cars, a special gathering for Triumph people, beautiful weather at a great racing facility. ISOA member Dennis Delap raced his TR4 there last year, and Evil Bert Husmann and I attended and had a great time. We're going back this year. Let me know if you want to join in.

Here in the Chicago metro area, we have many great opportunities to see Triumphs on track without hopping on a plane or taking a road trip. The Midwest, like so many other parts of the US, is a hotbed of Triumph vintage racing activity. With several race tracks nearby, any

fan of Triumphs and vintage racing can get several fixes per season. An ISOA favorite is the Blackhawk Classic. This race weekend takes place at Blackhawk Farms Raceway near Rockton, IL and has been a fixture on the ISOA calendar for years. This weekend features a breakfast meet, tour to the track, and optional overnight camping. Plus, 2 days of vintage racing at a nice track with good vantage points and access to all of the cars and drivers in the paddock.

For Road America fans, there are 3 major vintage race events each year. The Kohler International Classic, known by diehards as the Chicago Historic Races, is July 15-17. This is one of the most prestigious vintage race events in the country, and as a result, there isn't that much Triumph involvement. However, there will be cars at this event that you will only see once a year if at all, including Historic Formula 1 cars.

The spring and fall Road America vintage race meets are more club-like than festival, and typically feature sizable fields of production based vintage race cars, with Triumphs being well represented. When I was racing, the Elkhart Lake Vintage Festival (Sept 9-11 this year) was my favorite event. A great race track, large fields of cars, a great weekend format, and (usually) fine early fall weather combines to provide an excellent vintage race experience, for drivers and fans alike.

For more information, wander over to: [Vscda.org](http://Vscda.org), [Roadamerica.com](http://Roadamerica.com) [Fot-racing.com](http://Fot-racing.com)

Or contact me. Cheerfully [?] submitted,

*Elwood*

[Official ISOA motorports curmudgeon]



In the early 50s, one of the most widely read automobile reviewers was "Uncle" Tom McChail who wrote for *Mechanix Illustrated*. What follows is his unique take on the newly introduced Triumph TR2 as it appeared in August of 1954.



Here is "the latest automobile in the world selling for under \$2,500."

**MI Tests The Triumph TR-2**

"A hairy-chested, flame-spitting wildcat" is how Tom describes this 104-mph import. By Tom McChail



Feather light, upholstered seating and the new torque convertor make you at the XK 120 Triumph. Mechanix Illustrated

THE FASTEST AUTOMOBILE IN THE WORLD selling for under \$2,500 is one way of summing up the TR-2 Triumph sports car. In its price class, the new Triumph is a hairy-chested, flame-spitting wildcat. With this uninhibited rig you can pass a flat-out MG with enough extra speed in hand to give the MG driver double pneumonia in addition to dust in his eye and a slight eardrum concussion.

If high performance at a price is your dish, then this is it. Not until you reach the Austin-Healey price range will you experience any trouble in knocking off opposition as easy as shooting tied frogs in a barrel. Against the Austin-Healey, several things could happen. If the Austin was in a sloppy stage of indifferent tuning, this little bucket, that costs some \$500 less, could beat the Healey to its knees like a poodle in a pit fight with a tiger. With both cars in equally good tune the Triumph, with an engine half a liter smaller, can jump with the Healey from a standstill, wheel turn for wheel turn.

Both cars get to 30 mph in 3.7 seconds average. At 50 mph the Healey has a one-tenth of a second lead and at 60 mph the Triumph is in front of the Healeys I have tested, racking up an average of 11.7 against 12 seconds plus for the A-H. Above 60 the Healey comes

into its own again and has the Triumph by four-tenths of a second at 70 mph with a time of 15.8. The fastest run I got with the Triumph was 104 mph, which is fast but not quite up to the Healey. In the overall picture, the Healey has the slightest of edges but not by enough to give any Triumph driver an inferiority complex.

Up until now I have been comparing the TR-2 Triumph with the Austin-Healey, the hottest sports car item on a dollar basis in the world. What I should compare it to is the MG, its immediate price competition. In this rat race the MG never gets off the mark at all. The Triumph can kill the MG in performance in every department including comfort and luggage space, and both have almost similar price tags.



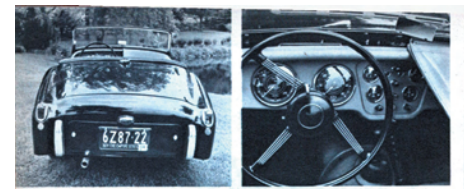
The Triumph's looks, however, are subject to challenge. To me, the front end resembles a cardboard box that someone has shoved his foot through. Aside from this head-on aspect, which has the esthetic grace of an on-its-side rubbish can, I think the looks are fine. The seats are comfortable and truly adjustable. Whether you are six feet four, or just four, the seat has enough back and forward movement to square you up. The instrument panel is neat, adequate and as easy to read as a Marilyn Monroe calendar and almost as informative. The drive shaft tunnel divides miles to the gallon with this rig on a trip, you can look for a hole in the tank; Under normal operating conditions, up to 35 miles or more on a gallon can be expected.

This 4-cylinder, overhead-valve sports car develops 90 horsepower at 4800 rpm. I made my tests in the East on my own proving grounds. My hill test, which it took without too much fuss, had

to be made in second gear. The Triumph matches the Healey horsepower, oat for oat, but falls short in the torque department with a maximum of 116 against the Healey's 144. Healey gets this advantage through the extra half-liter in engine size. The extra load of muscle gives Healey the nod in a hill climb but, as we said earlier, the Triumph will match it for quite a while, shovel for shovel, in the dig department on the flat. Of course, it's not fair to compare the two cars. I've been doing it not as a buildup for the Healey but as a tremendous compliment to the Triumph. After all, at the same price difference between the two cars, a modified Jag could gulp down the Healey, side curtains and all, without even unlimbering. In my handling test I found that the Triumph was not quite as solid in the rear as the Healey in slides and spins but a great, controllable car regardless and far superior to many more expensive sports jobs.

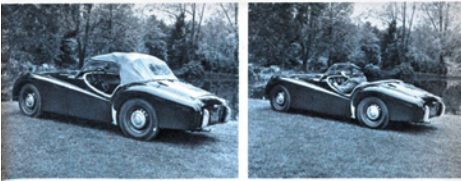
In summing up, the Triumph caught me completely off base in spite of all I had heard about it. It is far superior to what I thought it would be. In fact, it is a great automobile, especially at the price which at present is \$2,448 (less tax and license) in New York. This may be reduced shortly to around \$2,200 according to the listening post. At just the port and starboard sides of the car in two, like a Quaker pew. There is enough room behind the seat to carry a limp, flexible drunk and this barge has a real trunk big enough for two five-rib roasts of beef or 10,391 Philco refrigerator ice cubes.

Some months ago rumors started hitting New York about this car, based on some time trials it made at the famed Jabbeke Highway in Belgium. On this course, where a hot kid on roller skates can do 100 easy, the new Triumph



From the rear, the little Triumph's lines are clean and flowing. In this view the tonneau cover has been raised over the driver's side of seat. Speedometer at full open to 120 mph, tachometer need to it registers up to 6,500 rpm. 4-barrel, overhead-valve engine puts out 90 hp at 4800 rpm.





Here's how the TR-2 looks with the top up but without the side screens to show, like most of the roadsters, it looks better with top down.

Even for a 268-pounder like Uncle Tom, his small bucket offers ample room, thanks to its adjustable seat. Car is shown here beside Tom's private pond.

racked up an amazing time by averaging over 124 mph. It should be mentioned at this time that all runs on this pike, conducted by the Royal Automobile Club of Belgium, never cease to amaze me. This is the spot where a stock 1953 Chrysler did 127, Jags almost 180 and Native Dance 104.3. I used to suspect an eager Chamber of Commerce, or two downhill runs, or a slow watch, or kilometer times given out in miles. With this in mind, I drove there last year and looked over the situation. It's a nice stretch but so are hundreds of others. I'm still puzzled.

Anyhoooooooooooo — the Triumph that made the run, like Donald Healey's Austin-Healey that ran 142 mph on the salt flats, was to say the least slightly different from the car you might pick out at random from the production line. The windshield was replaced with the extra-cost competition screen. The entire car was underpanned, etc., etc. Needless to say, the car was well tuned also. However, without being snide, I do understand through the grapevine that, with some just normal tuning and a few things here and there including the lower windshield, speeds of 114 can be expected. The open cockpit area is very large and the vacuum created by this at high speed when the top is down is enough to yank the rack off a full-blown

bull moose. On the car I tested, an extra-equipment and well-fitted tonneau cover broke up this vacuum pretty well.

The top is not bad at all but putting it up calls for erecting the support bones first and then, like a swirling matador, tossing the fabric over the bare-ribbed frame. Snapping the cover on after that, with easy-to-work snaps, is about as easy as these things usually are. The side curtains really seal out cold or rain and the material of both the top and curtains has the feel of a medium-weight rubber boot—fireman's boot, that is.

The exhaust and muffler system is terrific, in my book. I understand that this has evoked some adverse criticism from my English contemporaries who are hog wild about quiet. To me it sounded great Under ordinary throttle pressure it sounds for the most part like a well-modulated cylinder exhaust dampner (dig that crazy exhaust dampner). However if, whilst you are on the throttle, you give it a real high-C goose, whilst running up through gears, a real soul-stirring, deep panther growl will result. It has a rather rich flat staccato, similar to a \*Bronx school lad cheering visiting dignitaries.

The steering of this car is positive and quick. There is an overdrive button which operates with all the smoothness of a new chamois wiping off a bald head. This is a tremendous gas economy feature for long trips and an engine-saver. The overdrive control is sure and only operates off or on when this easy-to-reach button is pushed or pulled. If you don't get better than 30 about \$2,500 it is one of the best sports

car buys around. Bear in mind, these cars should win almost every race they start in—where price is the dividing class. In the more unfair hassles, where cubic-inch displacement regardless of price is the factor, it won't rate against Oscas, Ferraris and similar ilk of the same size engine and costing at least four times as much. In its own bailiwick and price class, the Triumph TR-2 is unbeatable at this writing.

Gas tank filler cap is handily placed in the exact center of the rear deck.

### SPECIFICATIONS

**MODEL TESTED:**  
1954 Triumph TR-2 roadster

**ENGINE:**  
4 cylinder, OHV; bore 3.268 inches, stroke 3.622 inches; piston displacement 121½ cubic inches; maximum torque 116 foot pounds @ 3000 rpm; brake horsepower 90 @ 4800 rpm; compression ratio 8.5 to 1

**DIMENSIONS:**  
Wheelbase 88 inches; overall length 151 inches; tread 45 inches front, 45½ rear; width 55½ inches; height 50 inches; weight 2,080 pounds; standard tire size 5.50x15; gas tank 12 gals

**PERFORMANCE:**  
0 to 30 mph, 3.7 seconds  
0 to 50 mph, 8.2 seconds  
0 to 60 mph, 11.7 seconds  
0 to 70 mph, 16.2 seconds  
Top speed, 104 mph



Mark Moore orders the "Guzzler Lunch Special" at the Silver Lake "Pack 'er" Inn.



WOODWARD AVENUE  
DREAM CRUISE 2010  
TEXT & GRAPHIC BY  
BOB "BURNOUT" STEELE

**D**ETROIT IN AUGUST.!! Not exactly in Condo Naste's top ten destinations, but for a car guy, it's April in Paris. Forty thousand cars and eight lanes of the world's largest rolling car show. There's the ubiquitous parade of muscle cars, but in between the Corvettes and Chevilles, there is an incredible mix of automobilia. There is every kind of imaginable street rod, beautifully restored Packards, the occasional Triumph and a plethora of other British Marques. One would feel at home here even if they owned something as esoteric (a/k/a stupid) as a blown Chevy powered Stag. Woodward Avenue originally started out as unofficial cruise that went 8 miles through the suburbs of Detroit (I don't think there has been a real Detroit proper since Robo-Cop was filmed there).

Each suburb has its own activities with car shows, music and large areas set aside by the auto manufacturers for their exhibits. At the end of the cruise route, you enter the town of

Pontiac. Pontiac is Gary without the lake but with a cooler name. (Maybe Gary could change its name to Aston Martin).

Anyway, the other suburbs seem to frown on speeding, etc., but I got the impression that as long as you didn't use your automatic weapons, the Pontiac police were ok with most any other behavior.

Accordingly, the spirited towns folks, (most of whom looked like Eminem) would encourage burn outs by pouring water on the pavement. Of course, I thought, "when in Rome!" The cruise happens every year on the third weekend of August and goes unofficially for essentially the whole week preceding it. The next main cruise is on August 20, 2011.

Sixty dollars buys you a nice motel room in a good area. Restaurants are reasonable, and there's actually a lot to do in Detroit (the Henry Ford Museum, Motown, etc ) if you're up there an extra day or two.

So follow the smoke plumes to Pontiac, and I hope to see you there.

*Burnout*



**2011 ISOA  
BOARD OF DIRECTORS**

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- BCU Reprs Mike Blonder\*  
Terri Underhill

\*past president



dLONDIE



**Last Call!!**

Dues of \$35.00 for 2011 need to be paid by March, 31st. If you have joined since September, 2010, your membership for 2011 is already taken care of. If you are unsure of your membership status, check with Tim "Toolman" Buja.

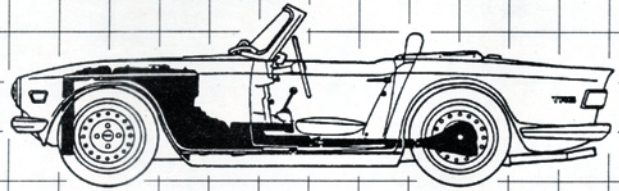


August 17th - August 21st 2011



21st Annual Vintage Sports Car Rendezvous  
June 16, 17, 18, 19, 2011,  
Fargo, North Dakota, USA

# 6-PACK™



## TRials

September 22nd - 25th 2011, Galena, IL  
Featuring the Spinal Tappets!!

Save the Date!  
June 15-18, 2011  
All TRA and non-TRA members are welcome!



WHAT: 2011 TRA National Meeting

WHERE: Holiday Inn at the Coliseum Fort Wayne, Indiana

MORE INFORMATION: More show and registration information can be found at: [www.TRA2011.com](http://www.TRA2011.com) and [www.triumphregister.com](http://www.triumphregister.com)

- Minutes from the Auburn-Cord Duesenberg Museum
- Great Driving Events
- Participants Choice Car Show
- Concours of Elegance Car Show
- Family Events
- Tours & Rallies
- Parts Auction
- Early Morning Drives & much more!

We hope you will join the fun in 2011! For more information please contact: Tri-State Triumphs: 260-325-1488 Email: [twtriumph11@aol.com](mailto:twtriumph11@aol.com)

June 15th- 18th 2011  
Fort Wayne, IN.

## ISOA Spring Tune Up Clinic

May 7th 8:00 AM until ??  
Control Systems Integration, Inc.  
1114 Rail Drive, Unit C Woodstock, IL 60098  
847-224-9871

Coffee, Donuts, and Soda will be provided, and we will place an order from Jimmy John's for lunch.

Special Deal for ISOA members!!

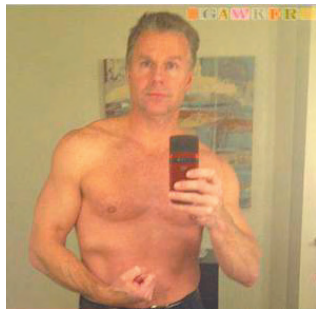
**Vintage Sports Car**

**FREE 25-point inspection** leading up to and including the day of the clinic at Vintage Sports Car [Next door to CSi] 10:00 - 3:00 PM April 3, 10, 11, 17, 18, 24, 25, May 8, & 9. Call for 815-337-4001 appointment.



Dear Editor,  
In keeping with the long tradition of 'minor indiscretions' demonstrated by elected government officials, I fear I

may have made a slight strategic gaffe. In a moment of weakness, I posted a photo [check out those guns!] on Craig's List to a young lady who indicated she was interested in some male 'companionship.' I suppose I may have been guilty of a bit of 'fabrication' when I shaved a few years off my actual age, said I was unmarried, and that I was a lobbyist rather than a member of Congress. How was I supposed to know that posting pictures and text on the World Wide Web find actually leak out to the general public? Anyhow, she 'spilled the beans' and now it looks like I'll need to look in to a new career path. Can you offer up some advice as to my next move?



I'll need to look in to a new career path. Can you offer up some advice as to my next move?

Dear [former] Congressman Lee,  
While the tradition of 'dalliances' among public officials is indeed rich with examples, [Mark Foley, Larry Craig, John Ensign, Ted Haggert, Eliot Spitzer, Wilbur Mills, Bill Clinton, Newt Gingrich, Wayne Hays, Mark Sanford, et al] a clear protocol has been established for those caught in the glare of public scrutiny for their little missteps. We suggest you hold a news conference with your wife by your side. Explain that you have been weak, but that your abiding faith, along with the undying support of your spouse will see you through this trial. You

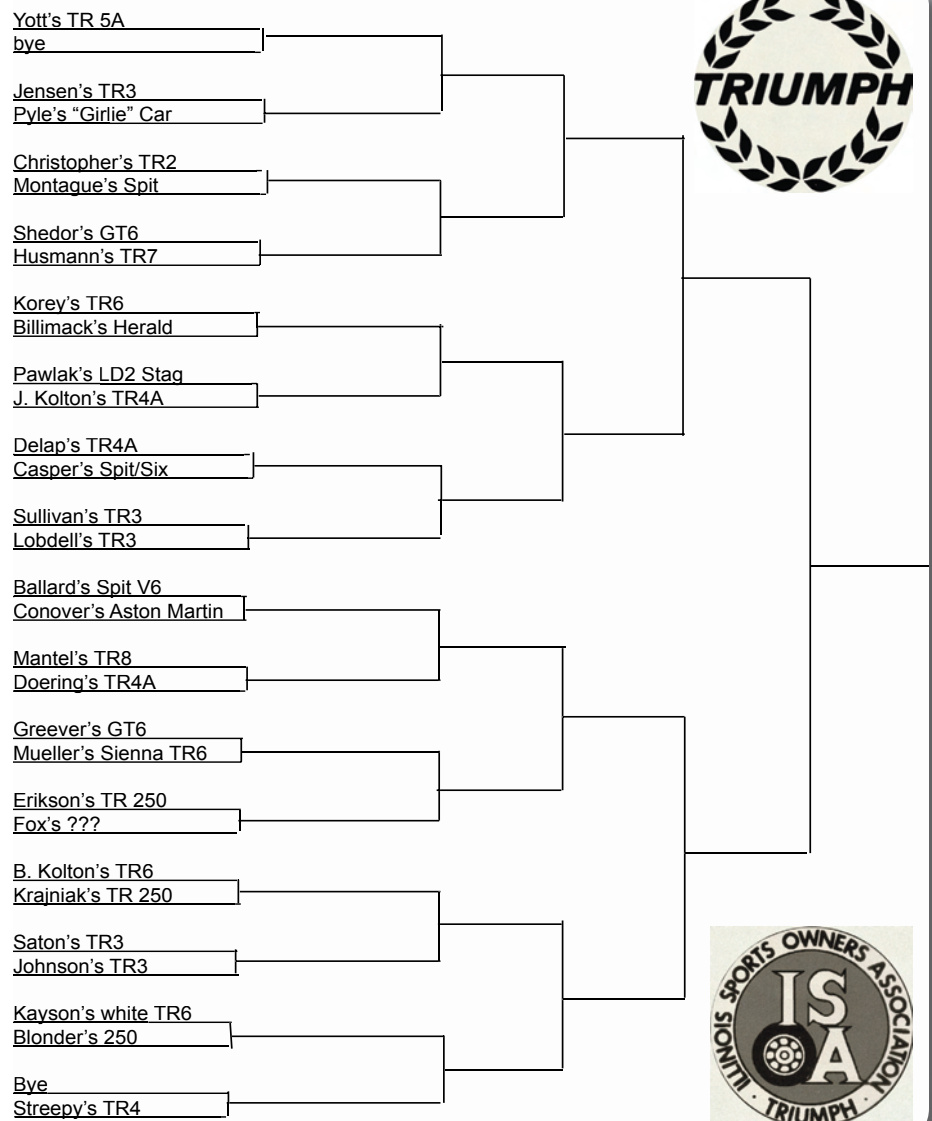
acknowledge that Satan has led you along the path of temptation, but now you have seen the light and that you will devote yourself to helping those other unfortunates who have succumbed to the lure of the flesh. It helps if you cry a lot. [For pointers on turning on the tears on cue, check with John Boehner.] Fortunately, in this age of the 24-hour news cycle, by the time this response to your plea appears in print, most people will have completely forgotten about you and and your stupid incident,

and you can go about your business and actually become the lobbyist you pretended to be.

Ed

PS – Hopefully, you will have learned a valuable lesson from this experience. In other words, don't assume that the stuff you see advertised on Craig's list is all that it's cracked up to be. According to ISOA Craig's List Techspurt Dave Kayson, "...everybody who lists stuff there is a damn liar. If you believe their bullshit, you get what's coming to you."

In the spirit of "March Madness," SNIC BRAAAPP Sports editor, 'Biff' Streepy has created a bracket especially for you Coventry Irregulars. Fill out your picks based on which ISOA member you think will be the first to complete his current Triumph project. Submit your entry at the March meeting. The winner will receive a hearty handshake as soon as [or it] someone actually finishes. Ed

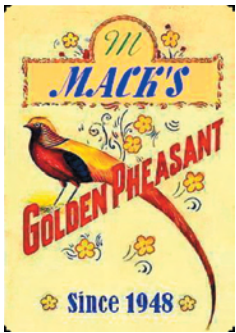




FEBRUARY MEETING NOTES

BY ISOA SECRETARY

PETER "MAESTRO" CONOVER



One would normally expect there to be an ISOA meeting on the first Sunday of February. However, February 6, the first Sunday of February 2011, was the date chosen for that

incomparable occurrence known simply as the "Super Bowl," so there was no meeting. If you came that night, as far as I am aware, no one saw you. However, almost 50 Members were in attendance the following Sunday, so we know that a fairly good number of us were paying attention to the disruption of the customary schedule. As the meeting was called to order at 7:07, we almost had members from 5 States attending, including Mark Anderson from Michigan. While no one can officially affirm if this was a unique situation or not, it seemed like it might have been. Unfortunately, as no one from our neighboring state to the north was in attendance (possibly due to continuing celebrations of the Packers victory the previous week [see "Super Bowl" above]), the chance was lost.

President Hrynewycz, exuding a confidence mysteriously acquired since his inaugural meeting in January, got things started by announcing that there was a new Triumph in our midst: Bill Kolton is the proud owner of a magenta '74 TR-6. After that, the request was made to the membership that if anyone had any suggestions for activities or topics of discussion at our monthly meetings, they should let Roman or any of the Board members know. Possibilities include discussions on concours preparations, insurance, and restoration philosophies.

Although not in attendance, it was announced that Mark Fisher had acquired a suitable candidate to be a contender in the 2011 LeMONS races, a TR-7 formerly owned by Ken Kedzy supplied by Ernie Husmann. While participation in this will not be an official

ISOA event, Mark is seeking interested individuals. Bill Jensen gave a vivid description of the 2010 LeMONS event that he witnessed in Joliet.

The ISOA leadership is also seeking suggestions, and more importantly, hosts who will take responsibility for upcoming club events, in particular driving and technical events. Also sought is someone to organize the camping weekend at Blackhawk Farms Raceway June 18-19, an event previously coordinated by Billy Pyle. Informally, as Bill Jensen is working on his TR-3 front suspension, he welcomes club members to watch and/or help.

Past-president and SNIC BRAAAPP editor Bob Streepy presented certificates to newsletter contributors who were unable to receive them at the recent Big Bash. In addition, Bob emphasized his "help wanted" notice that he is seeking an Editorial "Intern," to assist in the preparation of this very newsletter. Bob alluded to the distinct possibility of extremely rapid advancement.

Mike Blonder, one of our BCU representatives, announced that the BCU Board is seeking suggestions for alternative sites for the annual Chicagoland British Car Festival, as there is a possibility that the Oakton Community College facility may not be available in 2012 due to a potential construction project.

Bob Streepy once again spoke (I guess after 2 years as President, it's not so easy to just stop arranging things), this time on the newly created position taken by Mike Johnson as "Liaison to the IL Secretary of State." Mike will be able to assist in issues of "stated value" when buying or selling a classic TR. Jack Billimack gave an example of the situation that arose when his stated value for tax purposes of his recently acquire TR-4 was challenged by the Secretary of State's office, and how it was successfully resolved. He also mentioned that there is a procedure for acquiring a new IL Title for previously untitled vehicles.

President Hrynewycz asked if anyone had any project updates. I described the recent progress (and difficulties) with my Aston Martin project, and Bob Streepy and Jack Billimack both spoke about the progress with their respective projects.

Although small in number, the past month held two significant ISOA events, both of which luckily occurred before the so-called "Blizzard of '11." Mike Blonder spoke about the successful Big Bash held on January 29, and Al Christopher spoke on the Differential Clinic held at Kaplon's on January 22 in which at least 8 differentials were successfully refurbished. During the meeting break, Mike invited anyone interested to the parking lot to see his newly acquired Miata, and a lovely car it is.

As usual, the core of an ISOA meeting is the listing of upcoming events by Jack Billimack. Stretching from the present through the fall, Jack outlined many of the various definite and possible events in which members will have the opportunity to participate. Jack advised checking the Club's newsletter and website for the most up-to-date information. During the parts for sale/wanted portion of the meeting, one of our members announced that he had a TR-6 door to give away for free in his truck, and Mark Anderson announced that anyone needing TR-6 parts should contact him, as he is soon going to be paring down his collection.

The initial winner of the monthly raffle must have left early, so the prize went instead to Don Sheldon. There were 2 nominations for the Peter M. Roberts award: Bob Streepy nominated Jay Holekamp for fabricating a TR-4 overdrive wiring harness for him, but the award went to Al Christopher, nominated by Mike Johnson, for supplying him with a TR-3 transmission. As Bill Jensen forgot the Boomer (well, he tried to give some half-baked excuse involving snow), he was fated to receive it for a second month. Even given immunity from the possibility of receiving the Boomer, surprisingly no one had any confessions of Boomer-worthy activity.

Al Christopher asked if the member to whom he had given a TR-3 radiator was present, and whether that person still needs it. If not, Al would like to give it to Mike Johnson. The meeting was adjourned at 8:52.

*Maestro*



*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. All ad copy is taken from sellers. SNIC BRAAAPP does not inspect any cars as a prerequisite for inclusion here and does not assume any responsibility as to the accuracy of any ad text. As with any purchase, Caveat Emptor. To place an add, please e-mail Bob Streepy at: [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net) or call 630/372-7565. The editor reserves the right to adjust the length of an ad to accommodate the space available.*

•Parts Wanted: TR4 gas tank. Dennis DeLap yellow-green@sbcglobal.net [01/11]

•For Sale: 1963 TR4 project car with clear title. White with steel wheels. Rough, but solid and complete. Engine and trans. out of car. Driver's side rocker bad, but I have a new one. Solid frame. Many new parts. Spare parts [carbs, an extra seat, two extra steering wheels, hubcaps extra trim pieces] \$1000 obo. Pictures upon request. J. Spencer 219-878-9034 [jameyspencer@comcast.net](mailto:jameyspencer@comcast.net) [2/11-Not an ISOA member]

•For Sale: 1974 TR6 project. Frame, wheels powdercoated. Rebuilt Transmission with "J" overdrive. Half of suspension rebuilt & painted - other half still together as original. Doors, hood, 2 front fenders and one rear fender and trunk lid in great condition. One rear fender (driver's side has rust in corner). Seats need to be re-done. Have new black top, black carpet, suspension components and more. Pictures upon request. Asking \$3000.00 or best offer. Bill Block. 224-402-0613. [02/11]

•For Sale: 1962 TR3A. Original paint. Running condition. Located in Hinsdale. Ph. 630-323-8131 [2/11-Not an ISOA member]

•For Sale: 1975 Triumph TR6 66K miles. J-type OD. All original. No evidence of collision. Very minimal rust. Solid frame Runs & drives great. \$5000 OBO. Tim Mantel 219-929-1542 [01/11]



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

- George Grumbos 3/03
- Bill Kolton /05
- Monnie Boylan 3/06
- Mary Kurtzner 3/07
- Scott Stier 3/11
- Dave Kayson 3/12
- Wayne Seyller 3/14
- Patrick Adams 3/17
- Diane Aubert 3/17
- Alan Avery 3/18
- Karsten Kell 3/18

- Dave Catris 3/19
- Dave Kanzler 3/19
- Jay Holekamp 3/23
- Mike Sedlak 3/24
- Jack Hansen 3/24
- Kurt Schneider 3/24
- Bobby Lathrop 3/26
- Mel Merzon 3/27
- Joe Pawlak 3/27
- Carl Geiger 3/30



**MEMBERSHIP COUNTS:**

# of memberships - 183    # of members - 250

**NEW MEMBERS**

Larry and Sandy Kluge  
5883 RFD, Long Grove, IL 60047-8285  
847 634-9918, [slk1818@aol.com](mailto:slk1818@aol.com)  
63 TR3B

**ISOA MEMBERSHIP:** Being a member of ISOA is easy! Owning a Triumph is optional; you can drive whatever you want. All you need to do is pay your annual dues of \$35.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

Send check to: Tim Buja, 1173 Butler Road, Rockford, IL 61108-4702

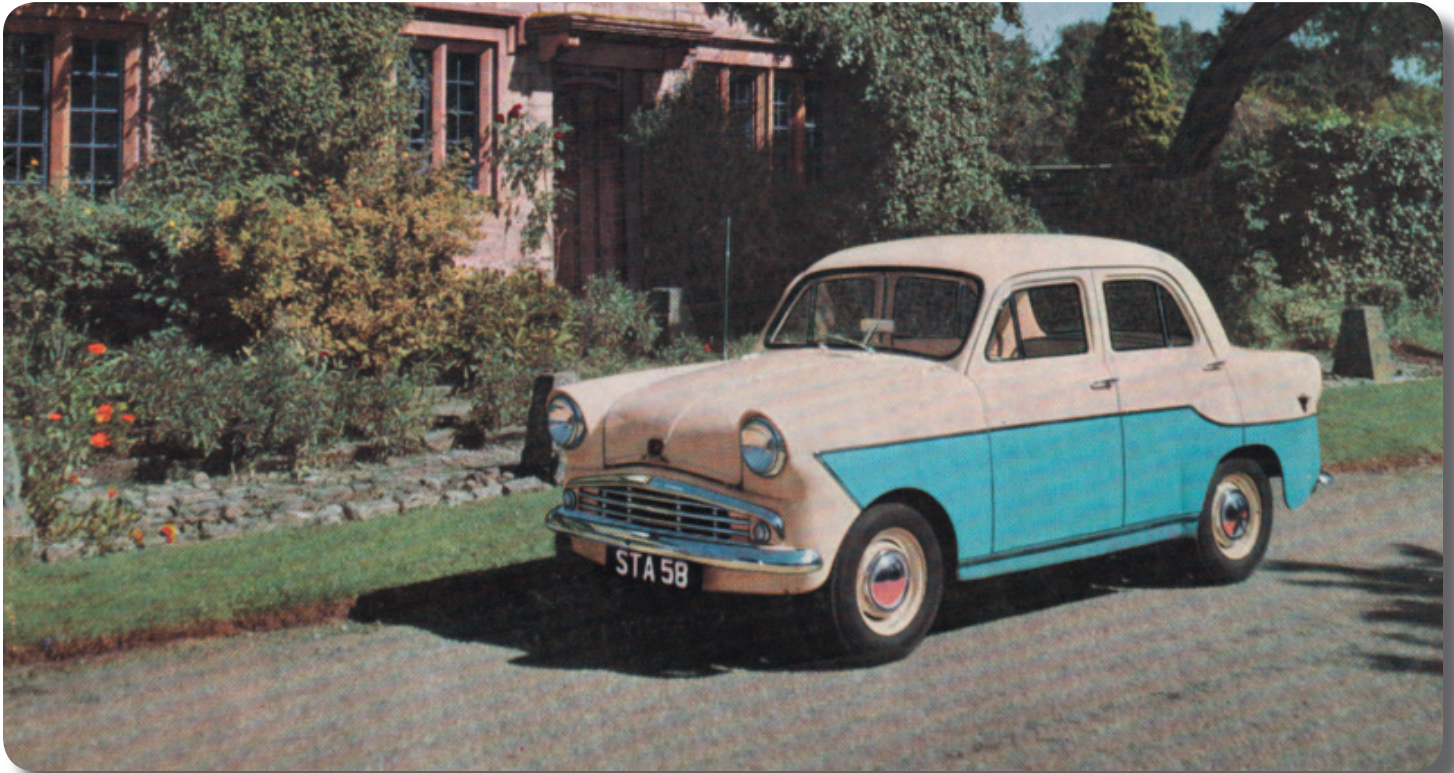
**COMING IN YOUR APRIL  
SNIC BRAAAPP**

**•House on the Rock Tour Update**

- WHERE ARE THEY NOW?
- FLASH BRAAAPP
- SPOTLIGHT ON TR5A
- Swap Meet
- Carb. Clinic

**Lots More Stuff**

**On sale at sleazier newstands April 1st**



## ISOA ON THE WORLD WIDE WEB

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 email [thebujas@comcast.net](mailto:thebujas@comcast.net)

Your userid and password is only for the membership roster that we keep on the website. Each ISOA member must logon to the site with his/her own nickname and password to gain access to the "Members Only" material.

[ONLINE ROSTER ACCESS INFO](#)

**Snic**

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

**Braaapp**

***THE REAR VIEW MIRROR***



**MARCH 2011**

***BRAD ENGELHEART'S IRISH RACING GREEN 1969 GT6***