

Society of Historic Illinois



Triumphs

Psnyk

Kraaap

April 2015

Vol. IV Issue No. 514

NEWSLETTER OF THE SOCIETY OF HISTORIC ILLINOIS TRIUMPHS
DEDICATED TO THE USE AND ABUSE OF TRIUMPH PARTSCARS
CHICAGOLAND'S ONLY TRIUMPH ENTHUSIASTS CLUB

Chicagoland's Oldest and Most Active Triumph Enthusiasts club
Now in our Forty-Sixth Year

A Former Chapter of the Vintage Triumph Register, Triumph Register of America, and Six Pack

VTR ORDERS US TO DISBAND!

CITES TOO MANY UNATTRACTIVE CARS [AND PEOPLE!] IN CLUB TO MAINTAIN "PROPER" IMAGE



Dear Reader[s],

The S.H.I.T. board received a registered letter [reprinted below] from VTR as we went to press. Your board of directors has already scheduled an emergency executive session to confer on a plan of action, and we will discuss the ramifications of VTR's decision to disband the Society of Historic Illinois Triumphs at the April 31st club meeting. We urge all members to attend this crucial meeting to exchange ideas on a plan of action. Informed sources tell PSYNYK KRAAAP that the tentative plan is to take a road trip, most likely to House on the Rock. In the meantime, we recommend that everyone begin drinking heavily.

Dear Sirs:

We regret to inform you that the Venerable Triumph Registry has elected to disband your organization, The Society of Historic Illinois Triumphs. Your club has been on double secret VTR probation since 2005 due to the confirmed number of unsightly cars owned and operated by your members. Our recently created Homeland Department for Securing Decency among Triumphs [HSDST] advises us that numerous Triumphs in your chapter do not to meet our requisite level of acceptable appearance, and that some of your members have failed to maintain the VTR officially sanctioned levels of polish on their cars' undercarriages. In the interest of security, I cannot reveal any names, but the enclosed photos [see page 2] of ISOA cars, graphically speak for themselves that at least several of

your Triumphs might not be able to earn the mandatory 350 concours points now required for membership in VTR. Consequently, we feel that it is in the best interest of VTR that you no longer be affiliated with us.



Should those members of your chapter whose cars fall into the category best described as "insufficiently detailed" choose to apply the prescribed coatings of Girot's Garage "Best of Show" Wax, we would be willing to consider readmitting your organization to VTR. In the meantime, remember, that rusty, dented, and leaky is no way to go through life.



Dean Wormer;

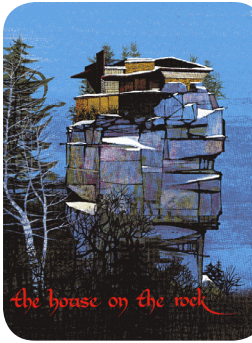
VTR Concours Field Marshall &
Director of HSDST
April 31st, 2015

PAST S.H.I.T. VTR CONCOURS WINNERS

These photos were all taken at various S.H.I.T. events, and all of the cars shown belong to S.H.I.T. members. The graphics clearly indicate that they fail to meet the minimum VTR standards for inclusion in our organization.



CHANGE IN NATIONAL CONVENTION VENUE!



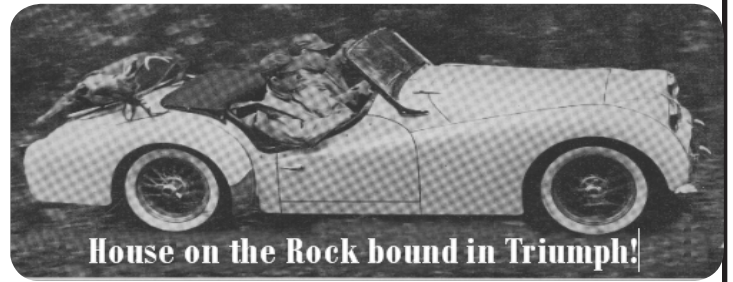
AS REPORTED LAST month, the 2015 elections saw a hostile takeover of the S.H.I.T. board by a coalition of radical evangelicals. After weeks of sober deliberation and soul-searching, the new board, now known as the elders of the Society of Historic Illinois Triumphs, led primarily by member Merle Rite, newly installed club chaplain, has decided to relocate

the 2015 Vintage Triumph Register Convention from the Abbey Convention Center in Fontana to the more bucolic setting of Spring Green, Wisconsin. The decision to change venues was reached primarily to avoid the excessive temptations readily available in Fontana, long known to be a veritable den of iniquity. Even though the Abbey appeared ideally suited for a place of retreat, it turned out that the area was deemed much too worldly for our club's new sensibilities. Besides, Spring Green is home to the famed "House on the Rock," which will be



used as the host venue for all of our activities, including daily devotions and Vespers. "This location will not alter the terms of the friendly \$10,000.00 wager between myself and Kent Howard," added Jack "Spuds" Billimack. "We always place a small side bet on which club, Illinois or Wisconsin, is better represented at the convention. Even though our new club policy disavows gambling, as long as I donate a goodly portion of the winnings to the club coffers, I've been assured that the wager will be forgiven," said Spuds.

Preregistrations also indicate that the number of Triumphs in attendance would be too large for the Abbey to accommodate anyway. This is primarily due to the huge influx of Heralds that have signed up to attend. Preliminary estimates indicate that at least one thousand Heralds will be driving in to participate in the event. "When we added up all of the 10/20's, Super Sevens, Glorias, Dolomites, Mayflowers, Acclaims, and other lesser known models, plus both of the Stags allegedly running, it was just too much for the Abbey," said Rite.



"In addition to the logistics problems in Fontana, we think the spiritual atmosphere of the House on the Rock is much more appropriate for our group," he added. Rite will also serve as the chief concours judge at the event and also will personally tally the participant's choice ballots to assure that not even the slightest hint of impropriety will be in evidence. "We wanted a venue that would provide the opportunity for reflection and meditation that only the "House on the Rock" can offer. In place of the autocross, welcome reception, auction, workshops, ice cream run, etc, we can offer a place for unlimited meditation and soul searching, along with an ideal atmosphere for self-flagellation."

"The only other change we had to make," said entertainment coordinator sister Roseanne Felix, "was to decide on the banquet menu. We will offer a choice of whole wheat, oat, or barley gruel. Besides that, everything else is proceeding according to plan."

Sir Bentley Haynes, famous Triumph authority and raconteur, will be speaking at the banquet. We are going to provide plenty of candles so that during the evening sessions, all of the attendees will be able to study their Bentley manuals after dark. We will also hear from our own S.H.I.T choir, rather than the Spynal Tappets [whose "music" is played much too loudly for our tastes and whose lyrics are far too risqué for our audience]. The group, according to Mike Konopka, has been hard at work on some special new chants just for the convention.



I know I speak for everyone in S.H.I.T, when I say that a spiritually triumphant time will most certainly be had by all.

Rufus Leaking

Pictured: above right: TR3 and Stag en route to House on the Rock; opposite left: Brothers Lobdell, Streepy & Capper at the Gate of House on the Rock; above: S.H.I.T. choir; Konopka, Connover, Fisher, Aldridge and Swanson,



INTERIOR CLINIC

TEXT & GRAPHICS BY APEX MOSIER

APPROXIMATELY 250 COVENTRY Irregulars gathered at the home of Rufus Leaking in Hegewish to participate in the annual club interior clinic on Saturday, April 31st. Rufus prepared a tasty breakfast for the attendees consisting of perogies, kielbasa, sauerkraut and collard greens. After washing down the epicurean delights with a half-barrel of Old Milwaukee, the trimmers got down to work on replacing the interior of Rufus' concours TR3.

The session was orchestrated by all-around club tech guru Apex Mosier, who had prepared a series of full scale graphics indicating the correct placement of the snaps, clips, etc. and even the spots where the factory glue and cigarette burns were visible on the carpet. Rufus had ordered an N.O.S. interior kit [Stanpart # 572-961]- from Quantum Interiors in the UK. This is a very rare factory upgrade and a unique improvement



over the plebian leather trim kit that is so common on sidescreen TRs.

Apex began by removing the seats, door panels, carpet, dash covering, etc. using his trusty Sawzall. In a matter of minutes, the drab, old leather seats and wool carpet were gone, and Apex started by troweling a base coat of Gorilla Glue on the floors, doors, and dash. While the adhesive set up, the participants tapped another keg, while Apex slipped the rare seat covers over the seat bottoms. He had replaced the standard coil spring cushions with ones that were specially fabricated to accommodate the voice ac-

tivated lumbar support system. He also installed special high-density foam and attached it using Liquid Nails. Next, he installed the carpet using the proprietary Standard Triumph carpet kicker tool and trimmed the excess off with a die grinder. In just a matter of minutes, the new interior, complete with custom fabricated electric sidecurtains, was installed, and Apex beamed with pride as he installed the piece de resistance, a matching steering wheel cozy that he had won at the previous meeting's raffle.

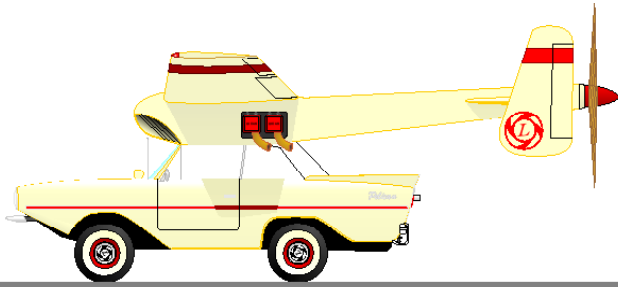
By this time, the group had become quite parched, and Rufus tapped a third half-barrel to hydrate his thirsty guests. At this point, someone suggested it might be neat to remove the tractor motor and install a small block Chevy, and before anyone could say "Bob Kammholtz," several "techspurts" began clipping miscellaneous wires, fuel lines, hoses, etc. and grinding off various fasteners in preparation for extracting the old wetliner four. By this time, the last half-barrel was beginning to run low, and many of the participants decided to call it a day but not before enjoying a great tech session and some club fellowship.

As for Rufus, he has asked us to see if anyone has an extra Bentley or Haynes Manual he can borrow to try to reconnect the various parts that were removed while he was at the liquor store.



Apex Mosier

LONG LOST TRIUMPH PLANS DISCOVERED



WHILST PERFORMING ROUTINE REPAIRS ON SOME UNDERGROUND utilities at the grounds of the old Fletchamstead Works in Coventry, construction workers unearthed a sealed container of long-lost drawings at the site of the top-secret Triumph Experimental Prototype Department. The cache of artist renderings and engineering specifications appears to confirm what has, heretofore, only been rumoured to be an urban myth. These precious sketches appear to confirm the existence of the plans for the Triumph flying amphibious vehicle code-named Pelican.

Believed to have been styled by famed Italian draughtsman Giovanni Manacotti, the multipurpose vehicle was designed to take the amphibious car one step further and allow it to be airborne as well. The Prototype called for the use of the dependable Stag V8 as the powerplant, coupled with constant velocity variable speed planetary transmission which would supply power to the rear wheels when earthbound, as well as to the propeller shaft when at sea. The gearbox, through a clever series of solenoids and relays, also supplied power to the twin propellers mounted on the bow for occasions when the craft was air bourne.

The body of the flying car/boat was patterned after the classic Morgan and took advantage of the marine grade balsa subframe made popular in Malvern. This saved precious weight and also added additional buoyancy for the craft when on the high seas. One of the most brilliant features indicates that when at sea, the wings could be mechanically folded and stored below deck to serve as a double keel providing the car/boat/plane with additional sea going stability.

The prototype appears to have been designed with both saloon and drop head coupe options, meaning that the occupants could enjoy open air drives, flights, and/or sailing. Apparently, a power hardtop operated via a series of steam-powered dynamos could be mechanically erected in case of an unanticipated change in weather. This feature also gives credence to the rumour that plans included a submersible variant allowing the vehicle to take refuge below the surface of the water in case of storms. However, no drawings of this version have yet been discovered. There is an interesting notation on the renderings that refers to half-track treads that would indicate plans to develop an "off-road" version as well.

While rumours of this unique experimental vehicle have long swirled among the automotive cognistrottri, skeptics have scoffed at its existence. The naysayers have been quick to point out that the Triumph powered Amphicar was hardly a commercial success and that adding flight to such a vehicle may have seemed impractical, but now that these priceless archive drawings have been unearthed, it is quite clear that the engineers in Coventry were indeed far ahead of their time. We can only lament that the economic climate of the times, coupled with labour unrest, prevented the full development of this special project.

SUBJECT: BASIC ELECTRICAL THEORY (BRITISH VERSION)
 "A TREATISE ON THE IMPORTANCE OF SMOKE" by Joseph Lucas



ALL ELECTRICAL COMPONENTS AND WIRING HARNESSSES depend on proper circuit functioning, which is the transmission of charged ions by retention of the visible spectral manifestation known as "smoke." Smoke is the thing that makes electrical circuits work. Don't be fooled by scientists and engineers talking about excited electrons and the like. Smoke is the key to all things electrical.

We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a large copper bar across the terminals of a battery, prodigious quantities of smoke are liberated, and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions.

The logic is elementary and inescapable! The function of the wiring harness is to conduct the smoke from one device to another. When the wiring harness springs a leak and lets all the smoke out of the system, nothing works right afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they regularly released large quantities of smoke from the electrical system. It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks, and disk brake systems leak fluid. British tires leak air, and British Intelligence leaks national defense secrets. Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.

Sometimes you may miss the component releasing the smoke that makes your electrical system function correctly, but if you sniff around, you can often find the faulty component by the undeniable and telltale smoke smell. Sometimes this is a better indicator than standard electrical tests performed with a volt-ohm meter.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a clear and logical explanation of the mysteries of electrical components and why they fail.

"A gentleman does not motor about after dark."
 - Joseph Lucas, 1842 - 1903

AMPHICAR REDUX TEST DRIVE



BRITISH LEYLAND ENGINEERS, IN CONJUNCTION with BMW, recently completed their initial round of testing on their newest gas/electric hybrid version of the famed Triumph powered Amphicar Sport Utility Vehicle. The new version, code named "Pacer," designed by former GM chief Early Harl, uses the celebrated high-powered Herald in line Z-Tech four cylinder base engine, which proved to be virtually bullet-proof during the Amphicar's halcyon days, mated to 220V GE hydro-electric motor. The engineers upgraded the powerplant by adding a propane activated turbo charger and sequential port injection. The new motor

will be mated to "sportstick" six speed gearbox to give the latest addition to the Triumph family a land speed of nearly six knots per hour.

"We have a few minor things to iron out," said chief engineer Erik Eisenman. "The weight of 60 12V batteries has caused some floatation problems, and we need more dessicant in the side impact air bags before we take it to the House on the Rock. I do think that the propane fuel cell and "Jiffy Pop" propeller design shows great promise, but we have a few "kinks" to work out before we begin full-scale production. I really think there's a huge untapped market for an amphibious Sport Ute, especially now that the Aztec has ceased production."

After additional field-testing is completed, the company is expected to employ three shifts by midyear to meet the anticipated demand for the distinctive vehicle. Market research by the parent company, Bavarian Motor Werks, indicates that there is a forty year pent up demand for this type of product, and we certainly think they have come up with their most successful design since the ZX drophead coupe with the new Amphicar.

NEVER FIX ANYTHING THAT ISN'T BROKEN.

THE NUT OR BOLT WHICH IS THE MOST difficult to reach will always be stripped or seized.

- No tool will ever be found again, once it is put down.
- Nothing is ever put back together in the reverse of the way it is dismantled.
- One last pull on a nut or bolt to make sure it is tight, will always strip it or snap it off; but if it doesn't get that extra pull, it will always loosen and fall off.
- Bright clean and new parts are always defective, but dirty, greasy old ones work fine, unless they are cleaned.
- During a roadside repair, with the wrong parts being used, the fit will be perfect and the repair permanent.

•A prospective purchaser attempting to start the car will usually cause ignition failure or flooding of the carburetor.

•If a part is carried as a spare, it can either never be found or will not fit when it is needed, and if the spare comes in different sizes or left or rights, the one you need is not the one you have.

•If, when removing an irreplaceable nut or bold, it is dropped on a spotlessly clean floor, it will be heard to hit the floor and then vanish forever.

•Any tool dropped while working on your car will automatically roll to the geographical center of the car.

•The probability of a car starting is inversely proportional to the number of people standing nearby watching.

•The probability of paint running is directly proportional to the degree of

prominence of the panel being painted.

•A tire will only go flat when the jack or lug wrench has been left at home.

•Any starter motor or generator will work perfectly when bench tested, It will only cease to function once it has been installed on the car.

•When you double-check everything prior to using your car, you stand a greater chance of running out of gas.

•Carrying an extra set of points, plugs, coil and condenser will usually result in the rupture of the lower radiator hose.

•The best way to locate a part in better condition is to send the one you have to a professional restorer or chrome plater. (See number 6)

Thanks to Karl Vacek for these insights

ALTHOUGH THIS PUBLICATION USUALLY does not accept classified ads from commercial vendors, these deals from "Honest Bob's ThunderCheese Specials" were just too good to pass up. You can order these hard-to-find items on line at: Buzbeard@aerolsol//overhaul.com. More specials arriving daily **You must mention this ad to get these prices!!**

• **TIRE AIR CHANGE KIT.** This kit comes with everything you need to change the air in your tires. This highly recommended but often overlooked maintenance item is much easier now. Remember to change your air every 3000 miles or twice a year. \$25

• **BLINKER FLUID.** You knew it existed but, WOW, is this stuff hard to find. 4oz bottle. \$12 Better Yet! Synthetic Blinker Fluid. 4oz bottle. \$24

• **LIGHT BULB FILAMENTS.** Why throw away a perfectly good turn signal or stop light bulb when you can just install a new filament? Premium Filaments, made in the USA! \$1 ea.

• **MANIFOLD HEAT.** Yes, your exhaust manifold should be HOT. If it's not, you may need this item. Sold by the BTU. \$3.50

• **STEERING WHEEL GASKETS.** All SIZES available! Email for specific application. From \$9.99

• **TIE ROD TENSIONER.** Is your tie rod limp? Tension it with T-50! \$14.99

• **ALTERNATOR BATTERIES.** (4 required, replace them all!) From \$2.99

• **FAN BELT BUCKLES.** Specify brass or chrome. Gold available special order. \$14.99

• **MUFFLER BEARING MANUAL.** Print version \$59.95 CD version \$49.99

• **UNIVERSAL MUFFLER BEARING TOOL KIT** \$105.59

• **MUFFLER BEARING HI TEMP SYNTHETIC LUBE** (the only kind we sell!) \$40.24

• **MUFFLER BEARINGS** From \$19.95

• **MOMENTUM** (required for tackling some off road obstacles) Sold by the lb-ft/sec \$0.50

• **SUPER SEAT CLEANER** (sometimes required after using too much Momentum) \$3.99

• **MUFFLER BEARING GASKET KITS** From \$9.99

WE WILL NOT BE UNDERSOLD!

WE CAN SUPPLY THE SAME PARTS as can be found from other online vendors of muffler bearings but at drastically discounted prices. *We couldn't say if it wasn't true!* Don't forget, when it sounds too good to be true, it has to be Buzbeard. If we don't have it, you don't need it. Everything must go; no reasonable offer refused! Remember, we screw the other guy and pass the savings on to you.

WE AIM TO PLEASE AT THUNDERCHEESE



CEO and Founder, Honest Bob Buzbeard, the Triumph Owner's Friend

The items pictured are from the World Famous Fox "Parts Hall of Infamy Collection," and are available to discriminating buyers for fair market value. First offered to S.H.I.T. members, otherwise they will be sold at the Barrett-Jackson Auction. Serious inquiries only, please no tire kickers. Broker co-



JUST ARRIVED!!



Discovered in an abandoned British Leyland warehouse - Limited number of N.O.S. Triumph

Tapeworms. Long thought to be extinct, we have for sale the last known examples of this species. Most effective means known to prevent waxy build-up in fuel lines. When they're gone, they're gone. A BuzBeard Exclusive, call for pricing now before it's too late. Limited to stock on hand.

ITEMS OF IN "TR" EST



proceeded divinely. We also relied on Brother Holekamp's expertise to get our horns working. Who would have thought that he would know so much about our hooters?

"We learned so much and had such an uplifting experience, that we can't wait to begin our next undertaking. We have acquired a Stag from Brother Burnout, which we hope to modify for high performance autocross competition. Sisters Hurst and Pawlak will serve as co-drivers. Now that we have figured out how to operate the DA without damaging our nails, there's no stopping us. Hear us Roar!!!"

S.H.I.T. AFFIRMATIVE ACTION VEHICLE PROJECT COMPLETED!

AFTER YEARS OF VIRTUAL non-stop labor by the ladies of the S.H.I.T., the famous "Girlie Car," [now more appropriately referred to as the Affirmative Action Vehicle] resurrection project has been accomplished just in time for the 2015 VTR Convention at the House on the Rock. The ladies are to be applauded for the labors.

"We all renewed our vows of abstinence in order to gain the inner strength essential to complete the restoration," said project

manager Sheri "Big Mama" Pyle. "We couldn't have done it without Jacqueline Billimack and Geraldine Hurst [shown at right] who provided the might while Valerie Stebenow [shown above right struggling to break loose the ball joints] added technical proficiency. Marilyn and Sheila also helped us finish on time and under budget. Finally, I can't thank Sisters Gloria, Sandy and Barb enough for their assistance in the restoration project. Without their help, we would never have achieved our goal. Dealing with the mice in the wiring was most vexing, but after we received advice and consul from Brother Fox, everything



'60s' ARTISTS HAVE REVISED THEIR HITS' LYRICS FOR BABY BOOMERS

Herman's Hermits - Mrs. Brown, You've Got a Lovely Walker

The Bee Gees - How Can You Mend a Broken Hip?

Bobby Darin - Splish, Splash, I Was Havin' a Flash

Ringo Starr - I Get By With a Little Help from Depends

Roberta Flack - The First Time Ever I Forgot Your Face

Johnny Nash - I Can't See Clearly Now

Paul Simon - Fifty Ways to Lose Your Liver

Commodores - Once, Twice, Three Times to the Bathroom

Marvin Gaye - I Heard It Through the GrapeNuts

Procol Harem - A Whiter Shade of Hair

Leo Sayer - You Make Me Feel Like Napping

The Temptations - Papa's Got a Kidney Stone

Abba - Denture Queen

Tony Orlando - Knock 3 Times on the Ceiling if You Hear Me Fall

Helen Reddy - I am Woman, Hear me Snore

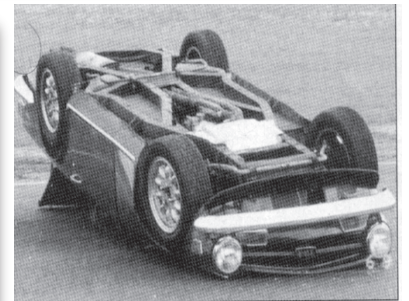
Willie Nelson - On the Throne Again

Leslie Gore - It's My Procedure and I'll Cry if I Want To

Look for these tunes on Spinal Tappets' soon to be released new LP - *Bumours*



Origin of the code-name "Wedge" as applied to TR7s & 8s.



Your highway maintenance tax dollars at work

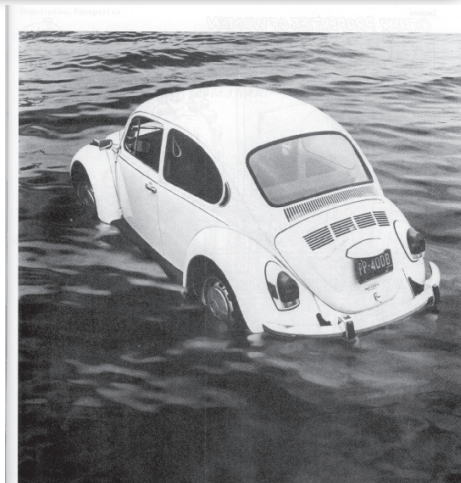
Reminder: Autocross season starts next month



What sort of man reads SNICC BRAAAPP?

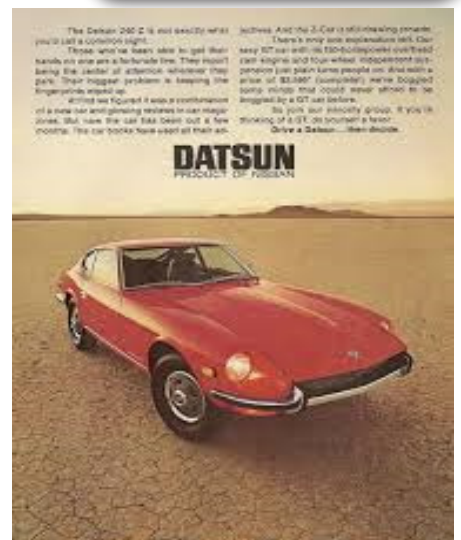
A young man in touch with himself and his own imagination. Self-reliant, and with an appreciation for his personal privacy, he keeps his hand close to his chest and an eye out for unexpected interruptions of his daily routines. With confidence in his ability to handle himself in tense situations, the *sn* reader wrings every last drop of satisfaction from his private pursuits. Helping him stand up to that challenge is his favorite magazine. *Snicc Braaapp* is read by nearly half of all young men who eventually excel at tennis, handball, or arm wrestling, and spent at least \$12 on fine sporting goods last year alone. To reach that young man, put yourself *snicc* He does. (Source: 1973 TGI)

New York • Chicago • Detroit • Los Angeles • San Francisco • Midville • Atlanta • London • Tokyo



If Ted Kennedy drove a Volkswagen, he'd be President today.

It floats. The way our body is built, we'd be surprised if it didn't. The door on a Volkswagen after you've rolled down the window a little. That proves it's practically airtight on top. And everybody knows it's easier to shut the door on a Volkswagen after you've rolled down the window a little. That proves it's practically airtight on top. If it was a boat, we could call it the Volder Bug. But it's not a boat. It's a car. And, like Mary Jo Kopechne, it's only 99 and 44/100 percent pure. So it won't stay afloat forever. Just long enough. Poor Teddy. It'd been smart enough to buy a Volkswagen, he never would have gotten near the water.



The real "shape of things to come"



Snic Braaapp

April 2015

Vol. IV Issue No. 514

Newsletter of the

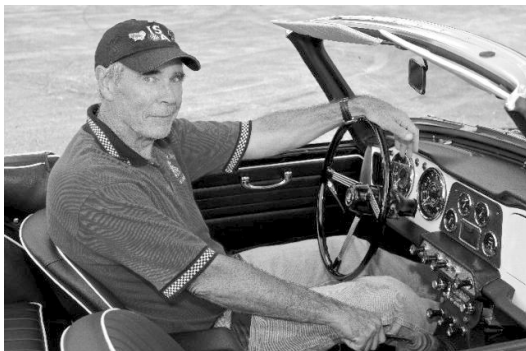
Illinois Sports Owners Association

*Dedicated to the Enjoyment and Preservation
of Triumph Sportscars*

*Chicagoland's Oldest and Most Active Triumph Enthusiasts club
- Now in our Forty-Sixth year -*

*A Chapter of the Vintage Triumph Register, Triumph Register of
America, and Six Pack*

A LITTLE BS FROM BS



NEWS & VIEWS FROM THE
BUSTED KNUCKLE GARAGE

LONG-TIME MEMBERS OF OUR LITTLE FRATERNITY WERE probably not surprised to find the first few pages of this month's snoozeletter were a spoof. For as long as there has been a *SNIC BRAAAPP*, the editors have taken even more liberty than usual with decorum in their April editions. In the past few years, ISOA has merged with the Model A Ford Club, been taken over by the religious right, and been outsourced to Southeast Asia, at least on the cover of the April issue. This year, we were inspired by the good sisters on the national board of Delta Zeta, who decided that some of the girls at the DePauw University chapter were not quite up to their national sorority's standards of pulchritude. We thought that it might be a little amusing if a national Triumph club took the same pompous attitude toward a local affiliate. For the record, VTR has not put us on double secret probation, and in fact, does not have any

wax criteria or beauty standards required for membership. Their only criterion is that your annual dues check clears.

For the benefit of any newbies who might have actually thought that our club has been kicked off campus, let us assure you that ISOA has been and will continue to be the flagship chapter of VTR. Even though we may have occasionally projected an "Animal House" image, in fact, not only do we have members who have received multiple concours awards, we have cars in our chapter that have received the highest awards that VTR can bestow.

Suds

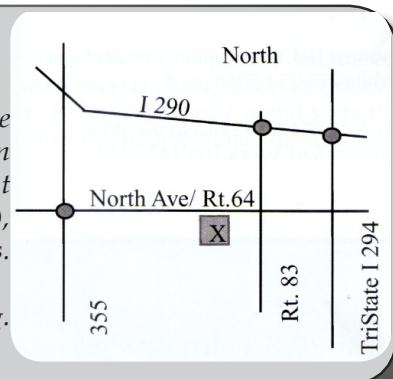
Ed Note: We here at SNIC BRAAAPP Towers have always taken our role as a civic watchdog very seriously. We have diligently followed the precedent set by our esteemed editorial mentor and role model, Elwood Manteno. During his 13-year tenure as editor of this worthwhile publication, he was a constant champion for truth and justice, and he used his consummate wordsmithing eloquence to rid the Coventry Irregulars of more than one a%#@ hole. We have always tried to pursue his paradigm, and it has been our stated mission to piss off somebody with each succeeding issue of this birdcage liner. Recently, we wrote a "Letter to the Editor" from 18th Illinois congressional representative Aaron "I'm not a crusty old white guy" Schock, which made reference to his flagrant abuse of the public trust. We are pleased to announce that former Congressman Schock recently resigned from the House of Representatives, no doubt because of the firestorm of public scrutiny created by the article in this newsletter. SNIC BRAAAPP - keeping the world safe from dipsticks since 1974. You're welcome.*



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
Apr.	11	Sat.	8:00 AM	Top Installation Clinic - Yott's Shop, 1000 E. Lotus #7, Silver Lake, WI
	12*	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]*
	18	Sat.	3:00 PM	Chili & More - Morgan's, 4N154 Thornapple Rd., St. Charles
	25	Sat.	8:00 AM	Distributor Clinic - Pawlak's, 14N640 Engel Rd., Hampshire
	31	Tues.	3:00 AM	73rd Annual ISOA House on the Rock Spring Tour
May	3	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	9	Sat.	8:00 AM	Tune-Up Clinic - Fisher's Shop
	14-17	Th.-Sun.		Kastner Cup - Summit Point Raceway (Summit Point, West Virginia)
	23	Sat.		Spring Breakfast Tour
	29-31	Fri.-Sun.		24th Champagne British Car Show, Bloomington-Normal
Jun.	7	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	16-19	Tues.-Fri.		TRA National Meet - Solomons Island, MD
	20	Sat.		Black Hawk Classic
	21	Sun.		Wisconsin British Car Field Day - Sussex, WI
	28	Sun.	8:30 AM	Michiana Brits Annual British Car Show, - St. Mary's College, South Bend, IN
July	5	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	18	Sat.		Summer Tour
	25	Sat.		ISOA Tour to Hellings Garage in Momence, IL
Aug.	2	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	11-14	Tu-Fri		VTR Convention, The Abbey Resort & Convention Center, Fontana, WI
Sept.	6	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]*
	13	Sun.	8:00 AM	Chicagoland British Car Festival - Harper Community College, Palatine

* Not the first Sunday

SNIC BRAAAPP® is the monthly newsletter of the Illinois Sports Owners Association, an organization dedicated to the preservation and enjoyment of Triumph Sports Cars. Pictures, descriptions or accounts from this publication may not be reproduced without written permission. Member submissions are welcome, but the editor reserves the right to modify content to fit the space available. Contributions received after the 10th of the month will probably appear in the following issue, if at all. 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. Questions, comments, concerns, or great thoughts should be directed to:

Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 e-mail: trstreep@sbcglobal.net



BY ISOA PRESIDENT
DENNY "SHOWROOM" STOCK

WELL, WE OUTLASTED ANOTHER Chicago winter. Last year the relentless combination of snow and cold certainly took its toll. Here are the ugly stats from the 2013-14 season courtesy of the NWS. The total snowfall of 80.6 inches and a chill of 26 days at or below 0°, made us yell "uncle" sooner than later. This past season was quite a bit more "livable" with more cold than snow. Even though the Super Bowl Snow dumped a bunch, it was a breeze compared to last season.

So, where do we go from here? Well, as suggested in the vocals of Joachim Fritz Krauledat, what to do, would be to, "Get your Motor Runnin.'" And how do we get said mission accomplished, with the ISOA clinics de jour.

By now, the club's technical clinics are in full swing. Half of the scheduled seminars are in the books. January brought us the

electrical clinic, Yikes! Talk about bein' wired. February gave us the differential clinic. [Being indifferent wasn't an option.] And who can forget the March Carb clinic? Where did all those carbs go? (hint, check your waistline). In April, two clinics are planned. First, we'll hold a top installation clinic at the Silver Lake Triumph Centre as Elwood finally gets a hat that fits. Right around the corner will be an ignition Clinic, which I'm sure will turn into liftoff. Coming in at number 6, our tech sessions wind up with the spring tune-up clinic. If you had any TR motoring issues last year, they may now have been sorted out courtesy of our "tech spurts," Hopefully you'll be ready for that first club drive of the season - the Spring Tour on May 23rd organized by Doug Larson.

From time to time, we've extolled the strengths and virtues of our club. So much to do, so little time. From wrenching to racing, from Rock n Roll to social events, ISOA offers it all.

And as the Stagmeister has said time and time again, "THIS CLUB ROCKS!!"

Welcome to Spring boys and girls.

Showroom



ISOA TECHNICAL ExSPURTS

TR2	Al Christopher 773/233-2526
TR3/4	Pat Lobdell 219/942-1263
TR4A/ 250/5A	Steve Yott 262/997-0701
TR6 (Early)	Jeff Rust 815/874-5623
TR6 (Late)	Irv Korey 847/831 2809
TR7	Phil Fox 630/662-7721
TR8	Tim Buja 815/332-3119
Spitfire - [Early]	Joe Pawlak 847/683-4184
Spitfire - [Late]	Rick Paulson 847/669-1030
GT6	Dave Shedor 847/566 0478.
Stag	Joe Pawlak 847/683-4184
Herald	Jack Billimack 815/459-4721
Machinist	Bob Crowley 630/319-7343
General Tech,	Joe Pawlak 847/683-4184
Social Media	Burns Rafferty 630/963-7606



FIFTY SHADES OF BRITISH RACING GREEN



AN ESSAY,
BY DAVE "RUMPUS" KANZLER

WHEN RICHARD WINTERS SENT out a picture of his fine looking wooden sailboat, it reminded me of my own experience owning wooden boats. I pulled out the "1997" shoe box and retrieved a picture of my Herreshoff 28 ketch "Scout" (see picture at anchor) and got a warm glow from the fond memories. Later, the nightmares returned:

- Version 1: I arrive at the boat yard, and Scout is covered with peeling paint and varnish.
- V2: I didn't let the planks swell up long enough, and she filled with water and sank.
- V3: I'm sanding her bow, my hand pushes thru, and the stem is completed rotted.
- V4: I over-tighten the shrouds, and the mainmast pushes thru the bottom.

Rotted wood is analogous to rusted metal, shroud-tightening to wrench-torqueing, peeling varnish to orange peel. You have to be a bit of a masochist to own an old British car and/or a wooden boat. The question is why? A late model Miata has

a retractable hard top roof, fuel injection, and anti-lock brakes. A modern sailboat is made of fiberglass and doesn't need annual varnish, seam swelling, and caulking. Why do we endure the pain and inconvenience?

Having just seen a trailer for the upcoming movie "Fifty Shades of Grey." I thought I would turn to the world of BDSM for answers. Like Triumph and wooden boat owners, why do some people actively seek pain? Who would have guessed that the internet was such a wealth of information on BDSM? Go figure. Being a journalist, I thought I would interview a professional dominatrix for insight, but they wanted \$200 for 60 minutes of "verbal play." I tried to explain that this was journalism, an interview, and the gal just said, "You can play Clark Kent if you want to, but role play is an extra \$50." Suds is tight with the purse strings, so he wouldn't approve the expenditure. The journalist in me would not give up, so I consulted the Encyclopedia of Mental Disorders, and I got this: "There is no universally accepted cause or theory explaining the origin of sexual masochism, or sadomasochism in general." Not much help there. In order to find the answers, I took a spiritual quest; specifically, I dipped into my stash of Cuban cigars and fired up a Cohiba and went for a long ride in my TR6 and played "Dust in the Wind" by Kansas and "Where Do I Go?" from the soundtrack of the musical "Hair."

It isn't particularly profound, but I decided that with British cars, wooden boats, and masochism, at the end of the day, the pleasure must just outweigh the pain. The timeless beauty of a wooden sailboat

outweighs the pain of sanding, varnishing, caulking and smelling like copper naphthenate wood preservative. The throaty sound of a Triumph, the oneness with the open road that only a manual transmission open roadster can provide, and the comradery of ISOA members offset the pain of the breakdowns, the oil on the garage floor, the sore back from the seats with no lumbar support, and opening your email to find 100 messages from the ISOA list serve. I can't speak to firsthand experience with sexual masochism, but if long distance running (back in my youth) is a guide, the high from completing a marathon long outlasted the pain of those last six miles.

Either that, or we are all just a little bit crazy.....



Rumpus

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 a one time signup fee, which 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

FALL-LINE MOTORSPORTS TOUR

TEXT AND GRAPHICS BY JACK BILLIMACK
AS TOLD TO BOB STREEPY



BUFFALO GROVE WAS SUBJECTED TO AN invasion of more than 30 Coventy Irregulars, many accompanied

by friends and family on Saturday morning, March 7. The motivation of this incursion of ISOAers was a tour of Fall-Line Motorsports a race preparation facility which is nationally recognized as an engineering firm, builder of race cars, and provider of trackside services. The tour was coordinated by ISOA events planner and recent



lifetime achievement award winner Jack "Spuds" Billimack, whose son Mike is gainfully employed at the shop. Prior to touring the facility, the ISOAers met for breakfast at the Buffalo Restaurant & Ice Cream Parlor. (It should be noted that Jack is well-known for his affinity for ice cream, but since it has recently come to light that Warren Buffet enjoys ice cream for breakfast, Jack used this as an excuse to indulge in his favorite confection at what appeared to some as an ungodly hour.)



The restaurant was only a few minutes away from the shop, and the group arrived at the facility by

9 AM. In addition to preparing cars for competition, Fall-Line has "arrive & drive" programs which include transporting the cars to the track, providing crews, making repairs, returning the cars home and repairing any race damage. Some of their customers show up at the track and drive. Fall-Line does all the work on the cars to prepare for racing.



The shop in Buffalo Grove accommodate some 30 cars which are mostly BMW, Porsche, and Audi. They also maintain about 20 cars at the Autobahn racetrack in Joliet. Many of the ISOA members in attendance brought family and friends with them to take part in the tour, which lasted about two hours. During the first 60 minutes, Fall-Line tour guides took groups of about 10 people around the shop and discussed the type of activity that took place in each area. Some of the designated spaces were set aside for such things as, car and personal safety considerations, fabrication, corner balance and setup, roll cage fabrication and installation, handling parts, tires and car setup.

During the second hour of the tour, the Triumphistae were permitted to "free range" around the facility to take photos and ask additional questions of the Fall-Line staff.

Fall-Line prepares cars for two general categories -Pro race teams, like 2014 IMSA Continental Tire Sports Car Challenge and Club racing like SCCA programs. Their staff explained how they modify cars to meet the requirements of the specific race types, and which classes they are designed to compete in.

The club members were able to examine the cars, ask questions, take photos, see how roll cages were fabricated and installed, learn how Fall-Line handled parts, tires, and race setup in which they remove what they consider to be unnecessary parts and replace them with race-quality items. They also lighten the cars and add safety equipment.

Fall-Line has several 53' transporter trailers which they use to move the cars and equipment to various races around the country. The transporters contain not only the cars, but communications equipment, tools, spare parts, a kitchen, some living quarters, and computers, etc.



The facility also has a retail store that carries safety equipment, driver's suits, helmets, etc. and is open to the public.

Following the conclusion of the tour, about 15 people traveled to Giordano's (operated by ISOA member Thanos Kourliouros) in Buffalo Grove for pizza.



The overwhelming consensus of those who took part in the event was that the tour was most informative and worthwhile. Our collective thanks go out to Jack for organizing the event and to the staff at Fall-Line for making their facility accessible to our group. For additional information, visit:

www.fall-linemotorsports.com.



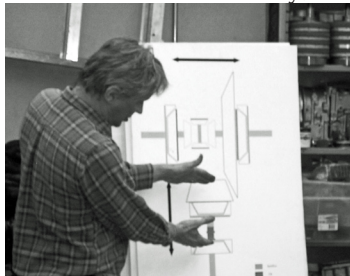
DIFF CLINIC

[OR "DO THESE SHIMS MAKE MY REAR END LOOK BIG?"]

TEXT BY BOB STREEPY

GRAPHICS BY DENISE ALLGAIER AND THE AUTHOR

SOME TWO DOZEN COVENTRY IRREGULARS emerged from their winter hibernation long enough to make their way to stately Holekamp Manor in Wheaton on Saturday, February 21.



Despite the below average temperatures, the Triumphistae made

their way to Danada Drive to participate in one of Joe "Stagmeister" Pawlak's patented technical sessions. The workshop followed the standard ISOA clinic protocol and began with coffee and general BS for an hour or so as Joe and host Jay "Cannonball" Holekamp got things set up.

At approximately 9 AM, Joe called things to order as the attendees gathered around in Jay's immaculate garage to observe and learn. Joe began with a general discussion of differential basics and succeeded in explaining the operating principles in such a way that even this doddering English major was able to follow. As he so often does, Joe brought visual aids which clearly displayed the interaction of the various inter-

nal components, including gears, bearings, seals, etc. Joe went on to explain the importance of measuring the "preload" settings and the process by which combinations of various shims can effectively ensure that the components mesh correctly in order to eliminate any of the tell tale noises commonly associated with ailing differentials.

Joe also brought numerous differential components acquired from previous rear end rebuilds in order to show the group examples of various and sundry failures as evidenced by broken teeth and cracked components.



Several of the attendees brought differentials with them for inspection, analysis, and in some cases, repairs. Following the opening seminar on differential theory, the group then turned its attention to diagnosing various Triumph rear ends that had been brought in. In the course of the morning and afternoon, Joe, ably assisted by Jay, diagnosed various Spitfire and TR6 rear ends and set about making adjustments and/or repairs as necessary.

Around midday, the group paused for a well-deserved break. Apparently, their efforts had caused them to work up quite an appetite as they devoured several pizzas

sourced from a local pizzeria. After the last crumb was consumed, the re-energized attendees returned to their various tasks and set about assembling their differentials under the watchful eye of the Stagmeister. In the meantime, Jay took several of the differential housings into his basement, where he drilled and tapped the cases in order to install drain plugs to facilitate proper maintenance in the future.

By late afternoon, most of the group had moved on but not before acquiring a greater understanding of the basic principles of diagnosing these complicated apparatuses and, in some cases, acquiring the know-how to perform basic repairs. Once again, the clinic reminded us of how fortunate we are to have people like Joe and Jay, who are willing to share their expertise and donate their time and talent to help the rest of us understand the mechanical workings of our archaic vehicles in order to keep them on the road



Suds



Triumphs in the Heartland

VTR 2015 - Fontana, WI

August 11-15, 2015

Celebrating Fifty Years of the Spitfire Mark II and the TR4A

Hosted by the Illinois Sports Owners Association

2015vtr.com

2015 VTR National Convention
The Abbey Resort - Fontana, WI
August 11-15, 2015

TIME, TIDES & TRIUMPHS

TRA National Meet 2015 • Solomon's Island, Maryland

2015 TRA National Convention
June 16-19
Solomons Island, Maryland

13th Annual **KASTNER CUP**

SUMMIT POINT RACEWAY
MAY 14 - 17 2015

May 14-17

The 14th annual Kastner Cup race will be held at Summit Point Raceway (Summit Point, West Virginia) as part of the four day Jefferson 500 vintage race event. The organizers, Vintage Racer Group (VRG), have announced that Triumph will be the featured marque. All Triumph-powered cars are welcome. The Kastner Cup race honors R.W. "Kas" Kastner, who ran the U.S. Triumph racing program in the 1960s-1970s, and has over 50 years' experience in the automotive and racing industry. Kas himself will be in attendance, presenting the Cup to the car and driver selected for the award.

- Event Hotel - There is an event hotel, with favorable rates. If you are a Triumph racer or owner, please contact Scott Janzen Kastner15@icloud.com for information on the hotel.
- Event questions - please email Scott Janzen, Friends of Triumph event organizer, at Kastner15@icloud.com.

6-PACK

2015 TRials
Sept. 10-13 - Galloway, New jersey

BRITISH CAR FIELD DAY

34th Annual British Car Field Day,
Sussex, Wisconsin
Sunday, June 21st, 2015



March 2015 Meeting Notes

by ISOA Secretary Bob Streepy



THE THIRD MONTHLY MEETING OF THE YEAR 2015 of the Illinois Sports Owners Association got underway just after 7 PM, Sunday evening, March 3. Club president

Denny "Showroom" Stock called things to order at shortly after 7 PM in the garden level of Mack's Golden Pheasant Restaurant in beautiful Elmhurst. Denny began the proceedings with the customary introduction of board members and reminded everyone in attendance that membership dues were due this month. Anyone in arrears will be dropped from the membership rolls and removed from the newsletter mailing list, [which in itself may account for the large number of delinquencies].

The first item on Denny's agenda was to ask your humble and obedient scribe to give a newsletter report, and among other things, I reminded the attendees that my tenure as editor of SNIC BRAAAPP would come to an end in December, and that my request for volunteers to succeed me have thus far apparently fallen upon deaf ears. I also took the opportunity to present Irv "Elwood" Korey with an award he was scheduled to receive at the club Big Bash in January, but due to circumstances be on his control, Irv could not attend. Irv was presented by the ISOA Board with a Lifetime Achievement plaque for his service to ISOA, which included a stint as president, 13 years as newsletter editor, many years as club motor sports chair, and more than 30 years as a board member.

Newly enlisted social media coordinator Burns Rafferty gave a brief account of the club Facebook

page and also spoke about possibly developing a presence for the club on twitter.

The topic of conversation then turned to progress reports, and Dennis "Flicker" Hill got things underway by describing a caliper rebuild that he and Frank Cartwright had finished for Denny's TR6. Al Christopher mentioned that he was slowly making progress on the interior of his TR 2, and Bill Jensen indicated that he too was progressing on the body disassembly of his TR 3. Joe Pawlak stated that he was in the home stretch of the restoration of the LD 2 Stag and that the wood on the dash had been veneered, stained, and the instruments installed.

The main topic of conferences conversation at the March meeting was a discussion of the VTR Concours. The discussion was led by Joe Pawlak, who described the categories in which cars are judged against an imaginary Triumph as it would have appeared in a showroom when new. While on the subject of VTR, I spoke of some of the new developments that the planning committee " (Swarf on the Warf) has achieved in recent weeks, along with several items on the committee "to do" list.

Following that, there was a discussion of past events that included an account of the differential clinic that took place at Jay Holekamp's in December, and Andy Lishette and Burns Rafferty contributed. Jerry Hurst and Roman Hrynewycz, among others, spoke highly about the previous days field trip to Fall Line Motosports (see article page 14).

Jack Billimack then took the microphone to speak about several events that are on tap for the spring. Among other things, he mentioned the upcoming carburetor clinic, the swap meet, a top installation workshop, the Chili Fest, a distributor clinic, a tune-up clinic, the Kastner Cup, the spring tour, and the Champagne British car show-all of which

are slated to occur within the next month or two (see details on page 3 for time and place)

Denise Ballard filled in for Rosanne Felix and held this month's monthly raffle which was won by Jay Holekamp, who is now in possession of a new set of gear wrenches, among other items.

Following the raffle, the collective heart rate of the meeting attendees heightened as the moment of truth approached - I. E. The Boomer award presented each month to someone whose actions may have lacked judgment. Joe Pawlak offered up the only nomination which went to Burns Rafferty who, at the differential clinic, reassembled a rear end with the brackets incorrectly oriented. Burns now has temporary custody of the bent wire wheel until April. The Peter M Roberts award is presented each month to the person who has gone above and beyond the call of duty. Al Christopher nominated Bill Waterstraat for loaning him some interior panels to use as a template in order to fabricate a set for Al's TR 2. Bill Jensen nominated Bob Groman for giving him some TR3 sheet-metal, and the Major was chosen by popular vote to receive the ISOA equivalent of the lady Byng trophy

There being no new or unfinished business to attend to, Denny adjourned the meeting at roughly 845. With apologies for any errors or omissions, respectfully submitted by your humble and obedient scribe:



Suds



Classified Ads: The Illinois Sports Owners Association newsletter will accept classified advertisements from members who wish to buy or sell Triumph cars, parts or miscellaneous related material. We will run ads, at no charge, for club members for ninety days. We also accept ads from non-ISOA private individuals who have cars, parts or related items that we deem of possible interest to our membership on a case-by-case basis. We do NOT accept 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 or call 630/372-7565. *The editor reserves the right to adjust the length of an ad to accommodate the space available.*

•**Help Wanted:** Reporters to write 3-500 word articles on events and take 2-3 pictures per article on various activities at this year's VTR Convention for publication in Special Convention Issue of Snic Braaapp. Contact Bob Streepy trstreep@sbcglobal.net.

•**Parts Wanted:** Spitfire, Wedge, Stag, or any other non-TR series used parts for use in VTR Convention "Identify the Parts" Contest. Contact Bob Streepy trstreep@sbcglobal.net. [01/15]

•**For Sale:** 1971 Triumph TR6 Red w/ white interior, newer tires, runs well. Previously owned by Don Sheldon. Asking \$2700.00 - If interested call Steve Bailey @ 847-269-0122 [03/15]

•**Parts Wanted:** 1960 TR3A engine parts Crankshaft fan belt pulley (I really only need the inner half), Valve cover in excellent condition, (3) oil galley side plugs. Contact Paul Schneider 815-404-4424 or paul_beth_schneider@msn.com [03/15]

•**For Sale:** Triumphs - All were "running when parked" 1975 TR6. Carmine Red. 95,623 miles. Panasport wheels. Factory luggage rack. J type overdrive. 1964 Spitfire. Red. 73,844 miles. Wire wheels. Overdrive. Overriders. 1980 TR7 Spider. Black. 105,721 miles. Convertible. 5 speed. 1976 TR7. Yellow 58, 941 miles. Coupe with sunroof. 5 speed. Toyota 5-speed transmission and installation kit to convert a TR2, TR3, TR4, TR2500 or TR6 to a 5-speed. Sold by Herman van den Akker in California. www.hvdaconversions.com If interested, please call 815-985-6641 or email TWRVLR5@gmail.com [03/15 - not an ISOA member]



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

- | | |
|----------------------|----------------------|
| Griz Holbrook 4/01 | Richard Winters 4/22 |
| Sue Lee 4/03 | Irv Korey 4/22 |
| Tony Salem 4/03 | Dale Martorana 4/22 |
| Larry Nolan 4/08 | Kathy Marr 4/25 |
| Tim Mantel 4/08 | Lars Sullivan 4/25 |
| Chuck Montague 4/08 | Chris Smit 4/26 |
| Roger Briggs 4/11 | Tim Buja on 4/27 |
| Mark Fisher 4/11 | Kyle Kayson 4/29 |
| Rob Mann 4/14 | Scott Regula 4/29 |
| Carol Kay 4/15 | Jerry Hurst 4/29 |
| Steve Bruzek 4/15 | Dave Shedor 4/30 |
| Denise Allgaier 4/16 | |

New Member

Raymond Greeley
3303 Grove Ave Unit 304, Berwyn, IL 60402-3440
E-Mail: rgreeley2@hotmail.com
74 TR6

ISOA Membership Counts

151 memberships - 204 members



Snic Preview

Coming to a sleazy newsstand near you in your May newsletter

- Carb Clinic Report
- Swap Meet
- Hood Erection Clinic
- Rumpus on Luddites
- LD2 Update
- Convention News

Lots More Stuff



While not "technically" a Triumph, the Amphicar was powered by the ground-pounding 948 CC Triumph Herald engine, and it is obvious that it took many of its styling cues from the iconic Herald too. This photo is from the official factory press kit.



Spuds' secret stash of Heralds. Don't tell Barb.

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

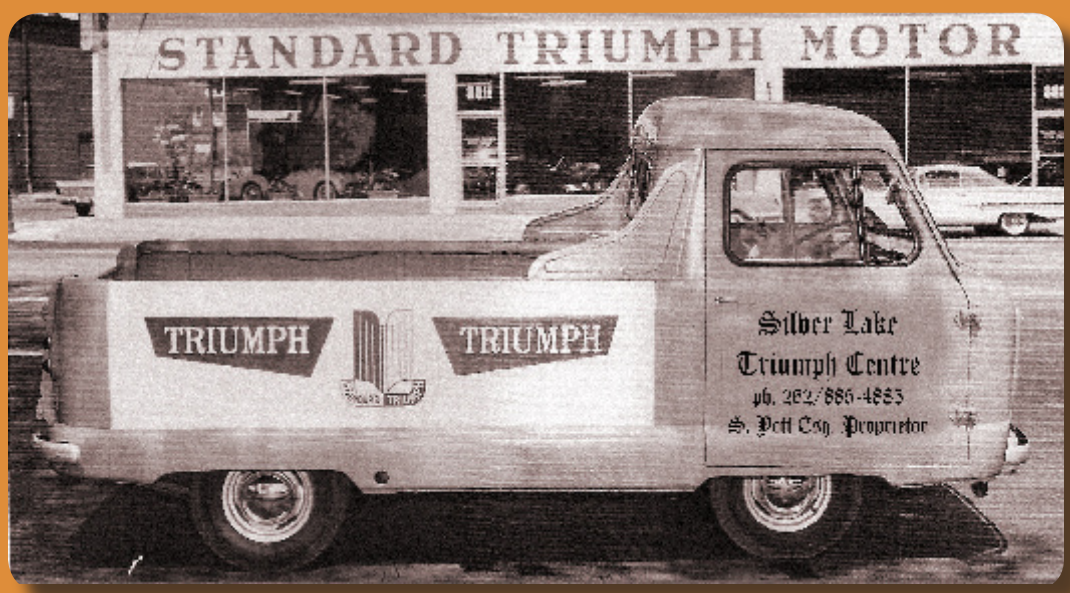
Your userid and password is only for the membership roster that we keep on the website. Each ISOA member must logon to the site with his/her own nickname and password to gain access to the "Members Only" material.

ONLINE ROSTER ACCESS INFO

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

Braaapp

THE REAR VIEW MIRROR



APRIL 2015

STEVE YOTT'S 1958 STANDARD ATLAS PICKUP - THE NEWEST ADDITION TO THE SILVER LAKE TRIUMPH CENTRE SERVICE FLEET