



Snic Braaapp

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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*

CAN'T TOP THIS... - ISOA TOP INSTALLATION CLINIC

TEXT AND GRAPHICS BY BOB STREEPY



Robbins top on his car. While it is widely known that Steve's threshold for nothing short of absolute perfection is a given, he and Irv were considerably vexed at the fit of the top. It was abundantly clear that an insufficient amount of material existed along the "pillow" where the rear portion of the window glass is supposed to fit into the top. No amount of pushing or pulling or stretching made the fit acceptable.

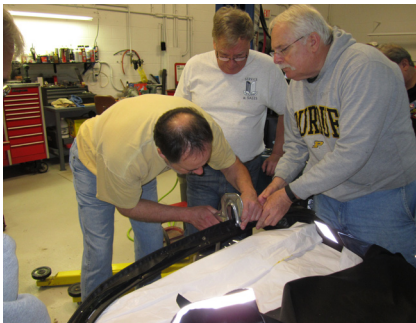
A month or so later when both Irv and Steve attended the Six Pack TRials in Traverse City, Michigan, they examined several other TR sixes with recently fitted tops from Robbins and found the same thing. Irv then carefully



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ON SATURDAY, APRIL 11, MORE THAN TWO DOZEN Coventry Irregulars converged on the quaint Southeastern Wisconsin hamlet of Silver Lake to witness the installation of a new convertible top on Irv "Ellwood" Korey's TR6.

A bit of background is probably in order for this first of its kind clinic. After owning his car since day one in 1974, Irv decided it was time for a new top. In 2013, he asked Steve Yott to install a replacement



INSIDE YOUR MAY SNIC BRAAAPP

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- CARAVANING GUIDELINS
- CONVENTION "HELP WANTED"

LOTS OF OTHER STUFF



CHILIFEST 2015 OR

*The Winning Recipe of Possum Jack
By Bob "Suds" Streepy with apologies to Henry Wadsworth Longfellow*

TEXT BY JACK BILLIMACK AS TOLD TO BOB STREEPY - GRAPHICS BY THE AUTHOR

*Listen my children as we travel back,
To sample some chili by a man named Jack.
On the eighteenth of April in 2-0-1-5,
Hardly a man is now alive
Who remembers that famous day and year.*

*He said to Barb, "If a dead possum you see,
in some ditch or on the side of the road,
We'll scoop him up for use in my secret recipe.
And whip up a batch of Possum a la mode.
A little booze and a lot of spice,
Those Triumph folks will think its nice.
We'll skin it and plop him in a pot
Those guys don't know squat.
They'll eat anything, as long as it's hot.*

SOME THREE DOZEN COVENTRY IRREGULARS journeyed to stately Morgan Manor in St. Charles on Saturday, April 18, to celebrate Patriots' Day by consuming copious quantities of Sam Adam's favorite beverage.

The annual ISOA Chilifest is a social event dating back decades as winter weary Triumphistae celebrate the annual right of passage known in the Midwest as Spring. While generally marked by freezing temperatures accentuated with ice and snow, this year's

weather was actually pleasant, and the attendees were able to mix and mingle in Tom's driveway and garage or relax on the Morgan's patio.



The attendees arrived in various modes of transportation including a TR7, four Spitfires, and three TR6s, making for an unusual April photo op here in the heartland.

The Chilifest, as the name implies, is devoted to sampling that popular epicurean delight known as chili, and the gourmands in attendance were eager to compare and contrast the various recipes prepared for them to sample. To



cleanse their pallets before competition got underway, the judges made sure to consume large quantities of snacks and beverages, which were the result of hours of preparation by our gracious hostess, Pat "Smokey" Morgan. The main course consisted of some 10 chili entrees, one soup, and a salad- clearly for the one healthy eater in the in the group. There were also numerous dessert courses including cookies, cakes, and torts, which were evaluated by noted gastronome Jack "Spuds" Billimack, who went above and beyond the call to taste every one. He judged all of them "really good."

After arbitrary and capricious deliberation by the judges, this year's winners were:

- Soup 1st place: - Barb's Spinach Bisque
- Salad 1st place: - Vickie Korey's delicious salad
- Chili 3rd place - Smokey's 4 barrel chili

2nd place - Wanda's Special Raccoon enhanced chili

1st place - for the third consecutive year, Possum Jack with "Booze laden chili"

After completing their exhausting work, the attendees were ready for a well-deserved rest, and Tom repaired a blazing fire on his patio. The weary participants gathered around to swap stories and attempt to extinguish the after effects



of the spicy entrées. The hope was that the aroma of the burning wood would override the gastrointestinal effects of the main course, especially for those who had forgotten to take their daily prescribed dose of Beano.

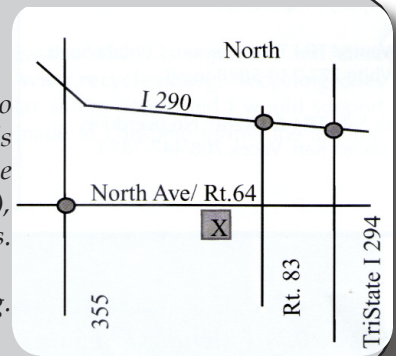
As is always the case when members of ISOA convene, good food, pleasant surroundings, and convivial company add up to a fine time. This year's Chilifest was no exception.



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
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, David Davis Mansion, Bloomington-Normal
Jun.	7	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]*
	16-19	Tues.-Fri.		TRA National Meet - Solomon's Island, MD
	13	Sat.	7:00 PM	TRailer Race of Destruction - Rockford Speedway, 9572 Forest Hills Rd, Loves Park,
	20	Sat.		Black Hawk Classic
	20	Sat.		Highland Games - Hamilton Lakes, Itasca
	20	Sat.	7:00 PM	TRailer Races, Rockford Speedway
	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]
	12	Sun.		Mad Dogs & Englishmen Car Show, - Gilmour Car Museum Hickory Corners, MI
	18	Sat.		Summer "Stock" Tour
	25	Sat.		ISOA Tour to Hellings Garage in Momence, IL
Aug.	2	Sun.		Vintage Transportation Extravaganza, IL RR Museum, Union
	2	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	6-9			Roadster Factory Summer Party, Armagh, PA
	11-14	Tues.-Fri.		VTR Convention, The Abbey Resort & Convention Center, Fontana, WI
	16	Sun.	10:00 AM	Orphan Auto Picnic - Kendall Cty Fairground
	20-23	Th-Sun.		Open Air Classic

* VTR Convention Volunteer Sign-Up Night - BE THERE!!

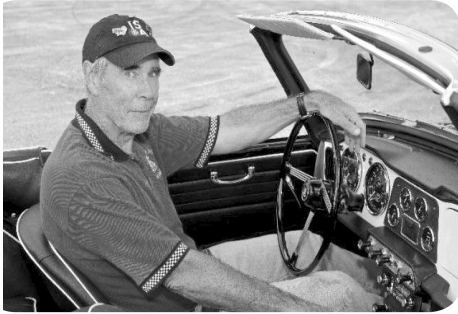
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Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 e-mail: trstreep@sbcglobal.net



A LITTLE BS FROM BS

NEWS AND VIEWS FROM
THE BUSTED KNUCKLE GARAGE



BY SNIC BRAAAP EDITOR BOB STREEPY
HELP WANTED

WHAT ONCE SEEMED LIKE A FAR off time is now rapidly approaching. We refer, obviously, to August 11 through the 14th, 2015 - the dates for this year's VTR national convention at the Abbey Resort in Fontana, Wisconsin. This year marks the sixth time since 1975 that ISOA has taken on the responsibility of hosting this very special activity. It could be said that the planning process has been some 40 years in the making, since this year's planning committee (a.k.a. the "Swarf on the Warf") has borrowed heavily on those previous Coventry Irregular planners who have gone before in terms of organizing a VTR convention. The precedent set by the previous convention organizers has established an extremely high bar for the 2015 committee. Our well-deserved reputation as hosts of some of the best conventions ever is an extremely tough act to follow, but there is no doubt in my mind that the current ISOA membership is up to the task of helping us meet or exceed expectations.

That being said, it is incumbent on our entire roster to try to take part in the convention in any way possible, even if family or work commitments make attendance unfeasible. The convention planning committee and the board have designated the June membership meeting as "Swarf on the Warf Volunteer Night." The board has set aside time for a job fair type of format in the lovely "garden level" of Mack's Golden Pheasant. The plan is to have the various event chair people stationed around our meeting room, and members will be free to

circulate in order to sign up for various times throughout the event to help out at the convention.

Numerous members have graciously volunteered to lend a hand in whatever capacity is needed, and I'm sure others would also be willing to do the same, but they may not be sure of where or when their efforts might be required. We hope to generate a list of volunteers for those activities that require extra "man/woman power." Currently, we are in need of extra workers to help out with parking lot security (especially during the overnight hours), ballot tabulation (think BCU), the TSD rally, and for marshals at the panoramic photo, the Participant's Choice car show, and the Concours. None of these activities require any particular special aptitude or experience, just a willingness to help out for an hour or so.

We sincerely hope that even those members who do not regularly attend monthly meetings will make an effort to try to attend the June meeting in order to take part in this crucial activity. Any out-of-towners who plan to attend the convention, but for whom meeting attendance is impractical, are welcome to contact me personally with any questions, comments, concerns, or great thoughts about how they can help out.

Your convention organizers have been hard at work on this year's convention for several years already, and we honestly believe that this year's venue has the potential to make for a fantastic event. We also know that our club members possess a myriad of talents, and that the vast majority of Coventry Irregulars are willing to devote an hour or so to help ensure the success of this year's convention. We hope that we have a large turnout for the June meeting, so that we can assure that each of the activities on the convention agenda is adequately staffed and that the division of labor is fairly distributed in such a way that no one is overburdened. This year's convention has all the makings of being a great event, so don't miss out on your opportunity to be part of it.

At right is a list of some of those events that will require additional help.



Tuesday Aug. 11

- Registration - 8AM-6PM
- Car Wash Station - 8AM-6:00PM
- Autocross Tech Inspection - 10AM-3PM
- Funkhana - 12AM-4PM
- Welcome Reception - 7PM-10:00 PM

- Parking Security 10PM-5AM

Wednesday Aug. 12

- Registration - 8AM-6PM
- Car Wash Station - 8AM-6PM
- Breakfast Run - 6AM-10PM
- Autocross Tech Inspection - 10AM-3PM
- Funkhana - 12AM-4PM
- Gimmick Rallye -12AM-4PM
- Ice Cream Run - 5PM-8PM
- Parking Security 10PM-5AM

Thursday Aug. 13

- Registration - 8AM-6PM
- Car Wash Station - 8AM-6PM
- Autocross - 8AM-3PM
- TSD Rallye - 1PM-4PM
- Auction - 6PM-??
- Parking Security 10PM-5AM

Friday Aug. 14

- Panoramic Photo - 6AM-8AM
- Car Wash Station - 7AM-9AM
- Registration - 8AM-10AM
- Participant's Choice - 8AM-12AM
- Concours - 8AM-12AM
- Ballot Tabulation 12-3
- Boat Cruise - 11AM-3PM
- Awards Banquet 5:00 PM

Suds

THE ROAD TO THE PRESIDENCY BY ISOA PRESIDENT DENNY "SHOWROOM" STOCK



IT WAS 1976 AND BILLED AS THE "SHAPE of Things to Come". Going from the stylin' of the 6, to the angular shape of the 7, there couldn't be anything more different in contrast and in my mind, exciting! (I know, to some, 20 lashes with a wet noodle.)

But my story really begins 2 years earlier. It was 1974 and I had bought a new Fiat 124 Spider. At that point in time, the 124 was priced around \$3,400 and another popular 2 seat convertible, a TR6 was \$4,600. The Triumph was quite a bit more for a working man of my age and "position" in life, so the dollars made for an easy choice. When the calendar flipped to 1976, it was time to gaze and wait for the dealer to remove the paper covering the building's windows and unveil that year's latest and greatest. That year, the braintrust at Coventry was in the final production of the 6, with the 7 taking its place. Hailed as comfort and luxury along with traditional sports car handling, it was indeed a whole different animal. So, that summer I bit and traded the 124 for a brand spankin' new TR7. It was a snappy little number, BRG over tan cloth, complete with tapered side stripes, sunroof and even a luggage rack. I was definitely the coolest guy in town. (Well, I guess the use of a looped tape on my Wollensak recorder conveying that message while sleeping may have

brain washed me into thinking so). Truth be told, I never really had a Wollensak, (just thought it gave the storyline a cool blast from the past), but it was really a 4 channel Teac reel-to-reel. Sorry, never really had a Teac either, but my friend did, and he let me touch the pretty knobs.... I digress, in a demented sort of way.

Ahhh, the summer of '76', kinda makes you want to write a song. *"What fun the 3 of us had, the 7, me strapped in donning my Jimmy Clark driving gloves and a girl named Sue"*, On second thought, it was a boy named Sue and a girl named Kim. Anyway, roaming the hills and dales of southern Wisconsin, life was good. The sunroof open, allowing Mr. Sun to color us in the fashion of George Hamilton. I really liked a lot of what the 7 had to offer, quite different from the 124. However, (and there's always a however), things weren't always peaches and cream; oftentimes more like, shall we say, hot n' nasty? Are you familiar with the phrase, "never buy a first year model; let someone else have the misfortunes?" Guess What? I was that someone else. This particular year was plagued with motor woes. My trunk tool kit consisted of fluids, specifically water and coolant. Just where did all that coolant go? Time and time again, the 3 of us pulled over to the side of the road, let the car cool down, and I refilled the radiator. In the beginning, it didn't seem bothersome. I looked at her (frustrated and apologetically) and she at me (not so adorably). After a while, "the charm" wore off, and when the summer got steamy, so did the 7. So much so, that when we prepared for the many cruises, hesitation filled my mind with the first snick and not so much brap, as the days were becoming increasingly unpleasant.

So off to the dealer, Continental Motors in Countryside, we went. The usual happened; they kept the car, but claimed they couldn't duplicate the problem. With oil mixing with coolant, I suggested perhaps it was something like a cracked short block; they said no. After the 3rd visit, which was in October, I told them to keep it and not call me until it was fixed. I was given a loaner, a 4 door Fiat -oh the irony. They contacted me in November. Apparently, I wasn't the only one taken hostage by the first year model run blues. The factory sent a Master Mechanic (huh?) from Liverpool, who told the dealer it was, yep, a cracked short block, or so they said. Parts were ordered and shipped on a slow boat from England, and by the time March came around, the 7 was pronounced fit and released to yours truly.

But I must say, for the time I had the car, I really did enjoy it. My story is certainly no cut to those of us who have owned or currently have 7s, as all our TRs have something to deal with.

So how did the story end? Well, not wishing any more abuse, I made the decision to move on and I sold it 2 months later. The bad news, (somewhat melancholy) the 7 went away, but the good you ask, the girl named Kim hung around for the ride.



Showroom



CARB CLINIC

ISOA Carb Clinic
 Carburettor: Latin meaning "donta muckus wisit"

Rules of Carb Club

1. The most effective carb adjustment is the ignition system
2. If you feel compelled to adjust the carbs see number one.
3. Before adjusting, always set to baseline
4. If you have rebuilt the carbs more than once, you have wasted your money
5. SU & Strombergs are so simple, even an MG guy can fix them

Theory of Ooops
 The need to be constantly depressed

Major Component Operation & Challenges

What floats your boat
 You got a sinking feeling

How's your O₂ flow
 Take a Leak Part 1 - Air in one hole only

Legalize Dash Pot
 Oil type is a slippery subject
 Take a Leak Part 2 - Oil in one hole only

Needles in a jet stack
 Take a Leak Part 3 - Petrol in one hole only
 Take a center seal

Butterflies are free
 My shafts don't work

Go choke yourself
 I'm turned around

Slowdown and Bypass
 Let there be three

Other matters

Adjustments & Baseline
 Easy fixes & other maintenance

TEXT AND GRAPHICS BY BURNS RAFFERTY

ABOUT TWENTY-FIVE OF THE TRIUMPH Faithful descended upon Bill & Kim Jensen's home in Joliet on a sunny, warm (for March) Saturday, for the annual ISOA Carburettor rebuilding clinic. Arriving at about eight o'clock or so, attendees feasted on coffee and the Breakfast of Champions: donuts. [ed note: what no pie? After all, it was pi day. You guys must have taken this counting carbs thing too seriously.]

Proceedings got underway at eight forty or so, with Joe Pawlak and Tim Buja delivering a poster session on the theory of operation of the Stromberg and SU carbs, the two principal manufacturers of these devices for our beloved Triumphs. A detailed description was given of basic carb theory along with detail of the differences between Strombergs and SUs.



Joe reiterated some basic "rules" for carb maintenance with the primary rule being that the most effective carb

adjustment is the ignition system, along with a reminder that if you feel compelled to adjust them, refer to the afore-mentioned "rule." He also mentioned that if you have rebuilt your carbs more than once you have wasted your money. Finally, never to let a good snipe at "that other marque" go by unsaid, he stated that these carbs are so simple even an owner of that unfortunate marque could fix them.

Joe then proceeded to detail the major components of the carburettor and their functions. Using one of this author's derelict Strombergs, he demonstrated the proper method of setting float height and explained why it was so important to adjust it to specifications. He also dem-



onstrated what happens when a carb float fills with petrol and how that affects the overall operation. Air leaks were another discussion point, with vacuum leaks in particular, and how even the smallest leak such as around a perished shaft seal can cause big problems when trying to tune a carb. Most of these devices are forty or more years beyond their service life, and many of the rubber seals have become rock-hard or deteriorated completely.

Discussion moved on to the topic of the dashpot and the role of dashpot oil and the proper type to use. The use of oil in the dashpot helps to dampen movement and regulate extreme demands placed on the throttle to eliminate or reduce stumbling on acceleration and deceleration.

Contrary to what the big parts suppliers would like you to believe, a specific type of oil is not needed for the dashpots, so long as it's not too heavy a grade. Joe even suggested that using a synthetic oil might be prudent because it is less affected by temperature than dinosaur oil.



An interesting dialogue ensued regarding the multitude of carb needles available for our carburettors and the need to be wary when buying a used carb on eBay as being advertised for the make of a specific car.

These carbs were used in everything from Mini Coopers to larger trucks, all with different needle types with different dimensions and tapers. Using the incorrect needle can lead to an overly rich or lean condition, with the end result of never being able to get the car in tune. Joe showed the group a method of measuring eight points on a tapered needle to compare the needle to the proper needle specification for that car.

At this point, the discussion moved on to other components, such as the choke and bypass valves, along with tips for proper replacement of the valve components.

After a delicious lunch of homemade Southwest Chicken Tacos, rice, chips and salsa, group members began dismantling their carbs and cleaning and replacing gaskets, jets, and o-rings. Seasoned carb rebuilding veterans Frank Cartwright, Tim Buja, and Joe Pawlak went from table to table offering advice and tips and even parts from a large inventory of scrap.

This author rebuilt one of his scrap carbs using a rebuild kit and a generous donation from Frank of a non-corroded top cover.

Activities began to wind down around two o'clock as everyone finished their rebuild and began to leave. It was yet another successful ISOA clinic, one of the main benefits of membership in this world-class organization.

Burns

LUDDITE

By Dave "Rumpus" Kanzler



LAST FALL I GOT TOGETHER WITH some college buddies to play golf at Chambers Bay, site of this year's U.S. Open Championship and watch our college football team the Fighting Illini play the University of Washington Huskies. At some point while "drowning our sorrows" over yet another Illini drubbing, I said something (which I can't remember - but surely of great wit and insight) and one of my friends ("T.J." Miller) said, "How do you come up with this stuff? Some day, after you die, I hope they open up your head to figure out how your mind works." Long-time readers will no doubt agree with this sentiment.

The other day I was listening to NPR and there was a story about the Google car that drives itself. I immediately thought of the Orgas-

matron from the movie "Sleeper" by Woody Allen. Why did I make that leap? We won't know that answer until they crack open my noggin, but the leap was made none-the-less. If you think of it though, a car that drives itself and a machine that induces an orgasm have a lot in common. Mainly, they both do something safely and reliably for you that you should really, with a little common sense, training, and attention to detail, be able to do yourself/with partner.

They are also job killers. Think of all the taxi drivers, truck drivers, chauffeurs, etc. that a self-driving vehicle puts out of work, and for the Orgasmatron: you got your hookers, strippers, and porn stars. Hell, it probably makes us men obsolete as well. I'm sure that for most of us, what we thinking of our driving and love-making skills probably varies from what our wives tell their best friends, but I digress....

The point of this essay is: are we better off for all this technology? I think not. Is this where society is heading? (They are already 3D-printing food like in Star Trek, and guns have laser sights - shoot like a man: Dirty Harry didn't need no stinking laser sight). Sure, you will eliminate car accidents, and the divorce rate will probably go down, but where is our humanity in all of this? And what happens when Kim Jong-un IV gets pissed off and hacks our network and crashes millions of cars with

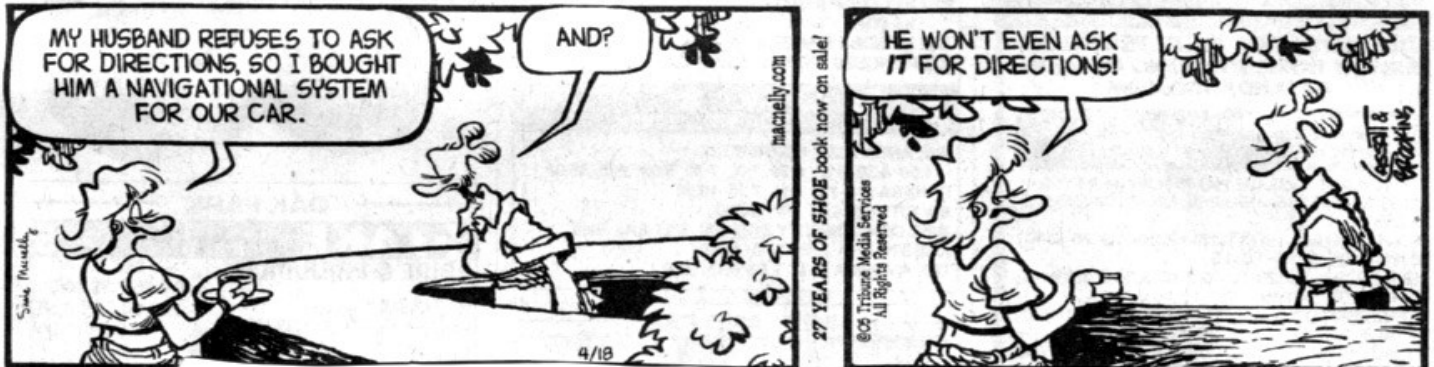
a few key strokes, or like the "Barbarella" version of the Orgasmatron, induces death by orgasm?

We will be so reliant on technology that we won't know how to do anything. Our grandchildren won't argue whether a PDK is or is not a manual transmission. They won't have them in a Google car. Likewise, they won't know how to, well..... you get the picture. All "big iron" airplanes can land themselves on autopilot, but Southwest Airlines does not let their pilots use the auto-land feature (except monthly as required by the FAA to certify the equipment) for fear of the pilots losing their flying skills. This is why I enjoy driving my 40 year old TR6 with no anti-lock brakes, no engine auto turn off/on at stop lights and no lights that turn on automatically when you put on the windshield wipers (ok, I guess they do sometimes, but not by design!) - I like to DO things for myself.

I may not be at the "computers are bullsh-t" level of my friend Larry "Ira" Perlin, but I probably am getting to be more of a Luddite as I get older. Then again, when the sh-t hits the fan and the GPS that controls your car is down and you got no batteries for your laser sight and no power for your Orgasmatron, I'll be riding shotgun with Mad Max and taking care of business just fine.

Rumpus

SHOE





SWAP MEET

TEXT & GRAPHICS BY BOB STREEPY

CHOOSING TO DISREGARD THE soothsayer's warning to "Beware the Ides of March," hundreds of LBC aficionados converged on the DuPage County Fairgrounds in Wheaton on Sunday, March 15, to rummage through bins and crates of used and abused British auto ephemera in hopes of finding the British automotive equivalent of the proverbial "Holy Grail." The 19th annual British Car Part Autojumble was organized and hosted by the Chicagoland MG club. Vendors from throughout the Midwest converged on the Home Economics and Science Buildings at the Fairgrounds before dawn to offload items ranging from absolute scrap to unqualified "must-have," proving once again the old adage that, "one man's trash is another man's treasure."

The Coventry Irregulars were there in abundance, and as has been the custom for many years, sponsored a booth to extol the virtues of the Illinois Sports Owners Association to



anyone who might listen. As usual, Bill Jensen, Joe Felix, and Al Christopher manned the booth from early in the morning until the crowd began to thin out. In addition to the official



ISOA booth, several Triumphistae, the including Tim "Gizmo" Mantel, Bob, "Major" Groman, Mike "as



yet to be nicknamed" Maienza, and your humble and obedient scribe all attempted to find new owners for various and sundry priceless car autoerotica over the course of five hours or so Sunday morning.

Perhaps the revolving date issue of the event impacted the lower than usual turn out.

Certainly, no one could blame the weather, since the conditions were ideal for the event. As we have noted in the past, changing times have impacted swap meets everywhere. eBay, Craigslist, and other online sites have contributed greatly to the demise of swap meets over the years. Still, no amount of mousing and clicking is capable of replicating the actual feel of rusty, greasy car parts or the give-and-take between buyer and seller that generally precludes any kind of mutual financial accord over the value of a slightly misshapen lower control arm. Also, after being cooped up for many the preceding months, the swap meet has always served as an outing for British car enthusiasts and provides the opportunity to mix and mingle with old friends, many of whom we may not have seen since before the snow fell.

In any event, we have always looked upon this event as a harbinger of better times to come, since it represents far more than pitchers and catchers reporting to spring training or the first robin sighting, i.e. the initial indication of top down season. In any case, whether attending in the capacity of buyer or seller, the event usually culminates in a generally good time with people going home with more or less than they began the day with after hanging out with old friends.

Suds





Top Clinic cont'd from page 1

documented the results and shared them with Moss Motors, from whom he had purchased the top. In due time, he was in touch with the ownership of Robbins, and they were very anxious to "set things right." The manufacturer modified the pattern and did a test fit on a TR6 at their factory and found that additional material along the "B" post was, in fact, required for the top to fit properly. They then changed the pattern accordingly to make this alteration and provided Irv with a replacement top.

The clinic got underway at Steve's around nine, and he began by explaining the back story for the top. He started by mentioning that in his opinion, the optimum conditions for a top installation were around 70°. Steve explained that fitting a top on an extremely warm day in bright sunlight would invariably result in the dreaded "shrinkage" of the vinyl and inevitably causes the seams to split prematurely. To that end, Steve had graciously set the thermostat inside at 72°. He also prefaced the installation by explaining that prior to actually fitting the top, the webbing strips, seals, and various other bits had been replaced or refinished in preparation for the installation. Also, the stiffener and top bows had been stripped and freshly painted. These actions took several hours. A good shop would certainly do these things too, and this might help explain why they would

invoice as much as 6 to 8 hours labor for such a job.

He then laid the top out to make sure that the seams were properly aligned with the top bows. He also strongly emphasized that taking one's time to measure accurately to establish dead center was imperative. He cautioned that using the manufacturer's marks for the centerline should be verified before making any cuts or punching any holes. He then installed the rear tonneau snaps and attached the top using glue to the stiffener in the back before fastening the stiffener to the rear deck.



Next, he pulled the top over the header to mark the center point once again and verified that the factory chalk line on the front overhang lined up precisely with the header before gluing it down. He also pulled the top taught front to back and side to side to make sure that the overhang on each side was virtually even. He also did numerous test fits before installing any of the snaps or replacing any of the rivets.

Steve had said that the top installation would take approximately 3 hours in his estimate, and he was precisely on the money. As the last snap was installed, the clock struck 12 noon, and the group took a break and headed a few miles west to Luis's Italian Restaurant, where Steve had made arrangements for the staff to

open up early just to accommodate the Coventry Irregulars.

Lunch consisted of mosticcioli, pizza, and soft drinks, and the group was unanimous in its approval of the bill of fare. Having the restaurant all to ourselves with the food waiting for us in a buffet made for virtually no wait time.

Following lunch, the group returned to Steve shop as he tidied up a few things on the top, and most people mixed and mingled for an hour or so before heading off

As usual, the biggest take away for many in attendance was not only a new appreciation for Steve's considerable talent, which extends far beyond top installation, but also a sense of what is actually involved in properly installing a top. Often times, many of us are prone to think that shops overcharge for their time on this job. However, after closely observing the amount of work that Steve did, it is no wonder that the labor charged for this particular job can run into six or eight hours.

As is so generally times the case at an ISOA workshop, everyone in attendance was not only grateful for Steve's willingness to share his expertise, but also in our collective good fortune to have members like Steve in the club who are willing to put their talents on display for all to see. This clinic was yet another affirmation of just how fortunate we are to have members like Steve who are willing to let us of observe them and learn a few of the tricks of the trade.



Suds



This year marks the 50th anniversary of the unveiling of two of Triumph's most popular models - the TR4A and the Spitfire Mk 2. We have chosen these two iconic models to feature at this year's VTR Convention.

ISOA TECHNICAL EX-SURTS

- | | |
|-----------------------|--------------------------------|
| 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 |



Two new triumphs from Triumph

WHAT do you want from a sports car? Performance and safety? Acceleration and comfort? Read how the new Spitfire Mk II and TR4A give you all of this - and more!

SPITFIRE MK II - IMPROVED PERFORMANCE
The Triumph Spitfire has proved that you can have your cake and eat it. A potent sports car (remember Le Mans, 1967?) and a civilized town car all in one. Now in the Spitfire Mk II the recipe has been further improved. "Let's make it faster," we said. And increased the top speed in the Spitfire Mk II to an exhilarating 96 mph. Extra comfort came next with new rear bucket seats and rich carpets. For extra safety, we cushioned the face surround with shock padding. If you add these refinements to all-round independent suspension, front-wheel disc brakes and a 24-hr turning circle, you begin to see how our top designers work. Why not complete the picture with a free trial drive from any Triumph dealer?

TR4A - NOW WITH INDEPENDENT REAR SUSPENSION
Tired of a stiff ride for town and no sports car for 55 years we have built the generations of Triumph sports cars. Now we have launched a new sports car with significant improvements. A new independent rear suspension system gives a far more comfortable ride, as well as remarkably improved road-holding. Mobility (up to 110 mph) and stability are absolutely fundamen-

mental in the new TR4A. On top of all this we have designed a new convertible body. It goes up and down in one piece. You push it up to stow it with one hand. What else? Deep-plastic carpets, deeper seats, greater safety padding. But luxury is better to experience than read about. Visit your Triumph showroom. And ask the manager to set the wheels in motion.

Estimated prices, tax, p.d.
Triumph Spitfire Mk. II £666.211
Hardtop model £699.7
Triumph TR4A 1968 £2
Hardtop model £1,000.8.5

STANDARD TRIUMPH

A member of the Leyland Motor Corporation

BUY YOUR NEW TRIUMPH

TR4a

or SPITFIRE Mk.2

(READY TUNED) SPITFIRE can be supplied tuned to Stage II. The official Triumph tuning kit. We are the U.K. Distributors for this conversion.

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Dept. 2, Leighton Buzzard, Beds. Tel.: 3022 & 2556

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DIAPHRAGM SPRING CLUTCHES BY BORG & BECK

BORG & BECK COMPANY LIMITED
LEAMINGTON SPA, WARWICKSHIRE, ENGLAND
MASTERY OF MOVEMENT

On all their sports cars, Standard-Triumph have fitted Borg & Beck clutches. For the latest models—the TR4A and Triumph Spitfire II—the latest Borg & Beck Diaphragm Spring Clutches are used.





STANDARD TRIUMPH THE NEW STANDARD TRIUMPH TR4A AND SPITFIRE MK II



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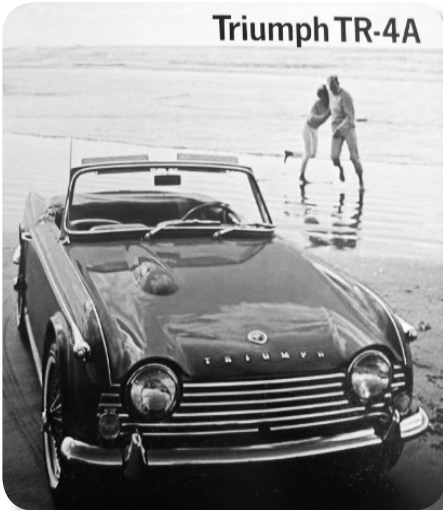
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* Past President



Triumph TR-4A



Triumph Spitfire Mk 2



Why be pedestrian when £678 buys a Triumph Spitfire Mk2?

If you look at a list of new car prices, you will find one that is very likely to stand out from the rest. It's the price of a Triumph Spitfire Mk 2. For less than £678, you can have a car that is fun to drive, easy to maintain and...
Triumph is proud to be the most popular choice for new car buyers in the U.S.A. and the most popular choice for new car buyers in the U.S.A. Why? Because of its safety, reliability, ease of maintenance, and...
Triumph is proud to be the most popular choice for new car buyers in the U.S.A. and the most popular choice for new car buyers in the U.S.A. Why? Because of its safety, reliability, ease of maintenance, and...
Triumph is proud to be the most popular choice for new car buyers in the U.S.A. and the most popular choice for new car buyers in the U.S.A. Why? Because of its safety, reliability, ease of maintenance, and...



The new Triumph TR4A goes independent all round and all civilised inside

We have given the new TR4A a certain type of independent rear suspension because it has the best inherent anti-roll characteristics. We chose the trailing-arm type using coil springs and piston dampers for its sheer simplicity and reliability. The gear? Faster, lighter, cornering, improved road-holding, and a smoother ride.
On a car this fast you need early-warning equipment. There are long-range horns under the bonnet. A headlamp flasher on the steering column. And new indicator repeaters on the...
Triumph is proud to be the most popular choice for new car buyers in the U.S.A. and the most popular choice for new car buyers in the U.S.A. Why? Because of its safety, reliability, ease of maintenance, and...



USOA TOURING GUIDELINES (AKA HINTS FOR HAPPY CARAVANNING)

BY JACK "SPUDS" BILLIMACK
BEFORE YOU LEAVE:

MAKE SURE YOUR CAR IS MECHANICALLY sound, with fluids topped up, tires inflated properly, lights working, etc.

Get a CB radio (wired-in or handheld). Tune it to the agreed upon channel and test it before leaving the parking lot.

Bring safety equipment such as a "high visibility" vest, bright handheld light, tape, wire, etc.

If you have a mobile phone, exchange phone numbers with all members of the caravan, especially the lead car and sweep car.

Make sure you understand the day's planned route and the approximate distance the caravan plans to travel that day.

Know the planned evening stop location. Have hotel address, phone number, etc. If you have a GPS, program in the end point.

TYPICAL DAILY SCHEDULE: FROM
"WHEELS ROLLING" TO "INTO THE
BARN":

A specific day's schedule will depend on how far the caravan plans to go, road conditions, number of cars in the caravan, frequency of problems, etc. It's usually discussed and agreed upon the previous evening.

Typically, be ready to start on the road (Wheels Rolling Time) between 8:00-9:00AM or whatever time the group has agreed upon. Check out of the hotel, make your

bio stop, load your car, get fuel, etc. before "Wheels Rolling Time".

Normally the caravan stops every 2-3 hours for a bio-break and to take on fuel. A typical day's schedule calls for leaving by 8-9:00AM, a 15-20 minute gas/bio stop about 10:30AM; a 60-90 minute lunch/gas/bio stop about 12:30-1:00; a 15-20 minute gas/bio stop about 4:00; and a stop for the evening about 6:00-7:00PM.

The distance between stops is determined by time of day, weather conditions, car performance, smallest gas tank, weakest bladder, etc. We generally try to go 2-2-1/2 hours between stops, sometimes 3 hours. Too many stops result in arriving at our destination town quite late in the evening.

Sometimes, however, the caravan needs to stop more often. For example, the first stop of the morning (after pancakes, etc.) might occur within an hour or so. Speak up if you need to stop before the planned stop. As we travel, if you need to stop for fuel, a mechanical check, or for a comfort break, signal the lead car via CB, phone, catching up, etc. Ask them to stop at the next available rest area or fuel station. (If you need to make a pit stop, it's likely that others do too.)

Whenever the caravan stops at a fuel stop, top up your fuel if there is any doubt you might not make it to the next planned stop. For example, cars with smaller fuel tanks or without overdrive can't travel as far between stops as some other cars. Take this opportunity to empty your bladder, buy drinks or snacks.

For driving variety (especially on Interstates), switch driving order once in a while by passing a couple of caravan cars or having several pass you. This keeps the "scenery" a little different and occupies your mind.

Use your CB to give instructions, tell of problems, comment on society, etc. It makes the trip seem shorter. If you see a problem with anyone else's car, try to signal them

and explain what it is.

At the end of the driving day, the group often gathers to have dinner together. We usually try to meet about 60-90 minutes after pulling into the end point hotel. If you want to join the dinner group, make sure others know you plan to do so.

DRIVING IN THE CARAVAN:

There will be a lead car which will do its best to know the route and determine stopping points. There will be a sweep car which will do its best to watch for cars that have problems or get lost and shepherd them back to the caravan. The sweep car should have its headlights on to help cars ahead of it see it.

The slower cars, cars with mechanical problems or cars with smaller fuel tanks should be near the front of the caravan, closest to the lead car.

Keep a steady speed if at all possible. Try to drive as close as possible to the posted speed limit. If you think the caravan is going too fast or too slow, signal the lead car and ask for a speed change.

Maintain a reasonable interval between cars. Keep close enough to discourage non-caravan cars from pulling in between you and the caravan car ahead of you.

When passing non-caravan vehicles, all cars need to keep up the "passing speed" until all the caravan cars behind them have passed the slower vehicle. Don't pull back into the right lane and slow down until everyone can do so.

When passing on multiple-lane roads, the lead car should contact the sweep car and ask it to "block" traffic by pulling into the left lane. Then, all other cars can pull out and pass while keeping non-caravan vehicles from becoming interspersed within the caravan.

When stopping at a traffic signal on a multiple-lane road, oc-



cupy both lanes. When two abreast, more of our cars get through the intersection on the same green light cycle. This also keeps "civilian vehicles" back.

When travelling on toll roads, use an "I-Pass" (works in a number of states) so you won't need to stop at toll booths. If cars need to stop at toll booths, use multiple lanes to get the most number of our cars through the toll area in the least amount of time.

ROADSIDE/EMERGENCY STOPS:

If you need to pull off the road try to signal the lead car, and then look for a side road, rest area, freeway exit, or wide shoulder. Don't stop on a bridge where there is no shoulder. When the caravan stops, pull ahead of any bridge, and move as far off the road to the right as possible. If near a bridge, make sure the entire caravan is off the bridge.

Remember, non-caravan drivers don't expect to see a number of cars pulled over on the shoulder. Make sure you can be seen easily.

When standing near or working on a disabled car, stay on the passenger side, away from passing traffic. If you aren't working on the car, stay in your car or stand on the passenger side, not the traffic side. One person should stand at the back of the group facing the oncoming traffic with a high visibility vest and bright light. This person should be watching for inattentive drivers and should be prepared to warn the group if something dangerous is approaching.

After a stop, when pulling back onto the highway, wait until everyone is ready to go. Then, the last car pulls onto the road and "blocks" traffic as all other cars roll out onto the highway. (This sounds good but doesn't always work, especially on Interstates. Do the best you can.)

Remember, this is our vacation. We MUST have fun!!

Spuds

ISOA TRAVEL CHECKLIST

Items to Consider Taking With You.

COMMUNICATIONS/DOCUMENTS

- CB Radio (working)
- FRS Radios
- Cell Phone
- Laptop or Tablet
- Car Charger
- Portable weather radio
- IPASS
- Cell phone numbers travel-mates
- Phone/fax numbers for favorite parts suppliers
- Phone number of hotel you plan to stay in
- Towing service emergency phone
- Insurance Card
- State Registration Card
- Valid Drivers License
- Motor Club card
- Credit Card
- Cash
- Map of area(s) you plan to travel in
- Pen & Paper
- Clipboard
- Compass

ELECTRICAL

- Test probe and/or meter
- Electrical tape
- Crimping pliers
- Crimp Electrical connectors
- Couple lengths of medium gauge wire
- 2 wires with alligator clips at ends
- Jumper cables
- Extra fuses

TOOLS

- Slotted and Philips Screwdriver (several in one?)
- Vice grip wrench
- Channel lock pliers
- Side cutters
- Adjustable wrench
- Set of open end wrenches
- Set of socket wrenches
- Utility knife
- Several sizes/lengths of bolts, washers, nuts
- Piece of perforated metal strapping

- Brake fluid
- Rags
- Paper towels
- Rainx
- Jug of water
- Length of fuel line (proper diameter)
- Hose clamps (small and large)

PARTS

- Points
- Rotor
- Condenser
- Cap
- Fan belt (extra or emergency kind)
- Fuel pump
- Coil

Clothes/Personal Items

- Jacket
- Hat/Cap
- Sun screen
- Bug spray
- Umbrella
- Folding chair or blanket
- Prescription glasses (if needed)
- Sun glasses
- Hand cleaner
- Cooler with beverages
- Medium size bath/hand towel
- Small spray bottle with water (to cool you)

EMERGENCY

- Manual for your car
- Emergency flashing light or flares
- Container (folding?) for gas or water
- Tow strap
- Flashlight with extra batteries
- Plug in (or clip to battery) emergency light
- Heat proof gloves
- Auto jack with handle
- Wheel chock
- Lug wrench (be sure it fits all your lugs)
- Bungee cords
- Fire extinguisher
- First aid kit

Ed Note: We would humbly add a spare frame along with an extra long block or two to this list, just in case. RES



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

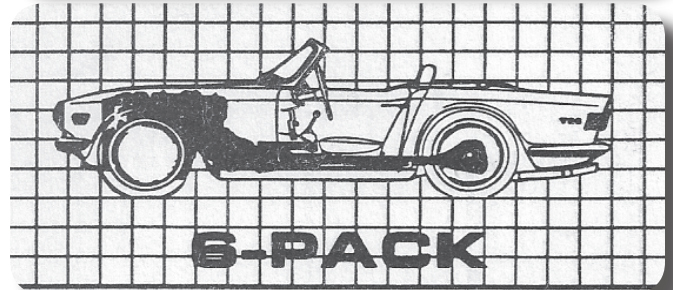
2015 VTR National Convention
 The Abbey Resort - Fontana, WI
 August 11-15, 2015

May 14-17



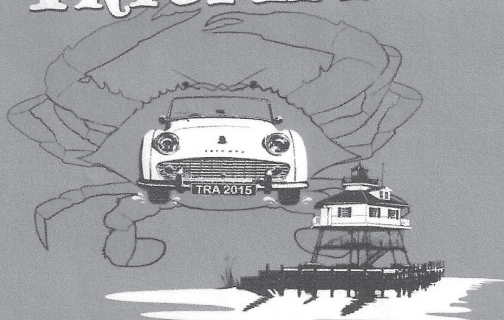
The 14th annual Kastner Cup race will be held at Summit Point Raceway (Summit Point, West Virginia) as part of the four day Jefferson 500 vintage race event. The organizers, Vintage Racer Group (VRG), have announced that Triumph will be the featured marque. All Triumph-powered cars are welcome. The Kastner 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.



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

**TIME, TIDES
 & TRIUMPHS**



TRA National Meet 2015 • Solomon's Island, Maryland

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

**KEEP
 CALM
 AND
 Tune up
 Your car**

Tune Up Clinic
 May 9
 Fisher's Shop
 1114 Rail Dr.,
 Woodstock

ROCKFORD



Trailer Race of Destruction
 Saturday, June 13, 7:07PM

World Famous Figure 8 Trailer Race
 Saturday, Aug 1, 7:07PM

More info here:
<http://rockfordspeedway.com/schedule/>



Champagne
British Car Festival
David Davis Mansion
May 31-Bloomington



August 24
Downtown Geneva



Open Air Classic X
Aug. 20-23



Highland Games
British car Show
Itasca

British Car Show June 20
Hamilton Lakes, Itasca



Cantigny Car Show
Sunday, September 20



Blackhawk Classic
June 20



Harper Community College
Palatine



Mark your calendar and plan to attend one of the best British Car Shows in the Midwest. We expect over 400 car and motorcycle entries and over 80 awards in 30 categories.



Saturday, July 11
The Amazing Rally V — search the countryside for your next task and receive your clue to the next destination. The day concludes with a dinner.

- Sunday, July 12
- On-site registration 8 am—noon
 - Car Games on the track
 - British Tea in the afternoon
 - Parts, Vendors and Cars for sale
 - Access to the Museum grounds
 - Voting in over 30 categories
 - T-shirts, hats for sale
 - British Motorcycles welcome

Registration form on the website soon at www.maddogsandenglishmen.org or call 269 344 5555 for more information. email britishcars@maddogsandenglishmen.org

Mark your calendars for our **25th Anniversary Celebration** July 12, 2015. We're planning lots of new surprises and activities for your enjoyment.



ISOA Spring Breakfast Run
May 23



Michiana British Car Show
Saint Mary's College
Notre Dame, IN
June 28, 2015



August 16
Kendall County Fairgrounds



Transportation Extravaganza
Union, August 2



June 21
Sussex, WI

Dear Editurd:



Last year I was honored to be selected as a judge at the ISOA chili cook-off. I had just joined the club, and this was my first ISOA social event. The original judge had called in sick at the last moment, and I

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

Cannonball's Screaming Sensation...

- Judge #1 -- A mediocre chili with too much reliance on canned peppers.
- Judge #2 -- Ho hum, tastes as if the chef literally threw in a can of chili peppers at the last moment. [I should take note that I am worried about Judge # 3. He appears to be in a bit of distress as he is cursing uncontrollably.]
- Judge #3 -- You could put a grenade in my mouth, pull the pin, and I wouldn't feel a thing. I've lost sight in one eye, and the world sounds like it is made of rushing water. My shirt is covered with chili, which slid unnoticed out of my mouth. My pants are full of lava to match my shirt. At least during the autopsy, they'll know what killed me. I've decided to stop breathing; it's too painful. Screw it; I'm not getting any oxygen anyway. If I need air, I'll just suck it in through the 4-inch hole in my stomach

Painless' Secret Ingredient

- Judge # 1 -- A little too heavy on the tomato. Amusing kick.
- Judge #2 -- Nice, smooth tomato flavor. Very mild.
- Judge # 3 -- Holy shit, what the hell is this stuff? You could remove dried paint from your driveway. Took me two beers to put the flames out. I hope that's the worst one. These ISOA people are crazy

Stalker's Afterburner

- Judge #1 -- Smoky, with a hint of pork. Slight jalapeno tang.
- Judge #2 -- Exciting BBQ flavor, needs more peppers to be taken seriously.
- Judge #3 -- Keep this out of the reach of children. I'm not sure what I'm supposed to taste besides pain. I had to wave off two people who wanted to give me the Heimlich maneuver! They had to rush in more beer when they saw the look on my face.

Possum Jack's Roadkill Surprise..



- Judge #1 -- Excellent firehouse chili. Great kick.
- Judge #2 -- A bit salty, good use of peppers.
- Judge #3 -- Call the EPA. I've located a uranium spill. My nose feels like I have been snorting Drano. Everyone knows the routine by now. Get me more beer before I ignite. Hostess pounded me on the back, now my backbone is in the front part of my chest. I'm getting shit-faced from all of the beer.

Spike's Black Magic...

- Judge # 1 -- Black bean chili with almost no spice. Disappointing.
- Judge #2 -- Hint of lime in the black beans. Good side dish for fish or other mild foods, not much of a chili.
- Judge # 3 -- I felt something scraping across my tongue but was unable to taste it. Is it possible to burn out taste buds? Karen, the hostess, was standing behind me with fresh refills. The 300-LB woman in the corner is starting to look HOT...just like this nuclear waste I'm eating! Is chili an aphrodisiac?

Lower Wacker's Legal Lip Remover...

- Judge #1 -- Meaty, strong chili. Cayenne peppers freshly ground, adding considerable kick. Very impressive.
- Judge #2 -- Chili using shredded beef, could

use more tomato. Must admit, the cayenne peppers make a strong statement.

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

Vinnie's Very Vegetarian Variety...

- Judge #1 -- Thin yet bold vegetarian variety chili. Good balance of spices and peppers.
- Judge #2 -- The best yet. Aggressive use of peppers, onions, and garlic. Superb.
- Judge #3 -- My intestines are now a straight pipe filled with gaseous, sulfuric flames. I shit on myself when I farted, and I'm worried it will eat through the chair. No one seems inclined to stand behind me. Can't feel my lips anymore. I need to wipe my ass with a snow cone.

Rumpus' Toenail Curling.

- Judge # 1 -- The perfect ending, this is a nice blend chili. Not too bold but spicy enough to declare its existence.
- Judge #2 -- This final entry is a good, balanced chili. Neither mild nor hot. Sorry to see that most of it was lost when Judge #3 farted, passed out, fell over and pulled the chili pot down on top of himself. Not sure if he's going to make it. Poor feller, wonder how he'd have reacted to really hot chili?



- Judge #3 - No Report

April Meeting Notes by ISOA Secretary Bob Streepy



The fourth monthly meeting of the Illinois Sports Owners Association for the year 2015 took place in the garden level of Mack's Golden Pheasant Restaurant in Elmhurst on Sunday evening, April

12. The date was a week later than the customary first Sunday of the month as a result of the Easter holiday the preceding Sunday. President Denny "Showroom" Stock called things to order just after 7 PM and got the proceedings underway by introducing the club board members in attendance.

The first order of business dealt was the newsletter report in which your humble and obedient scribe gleefully announced that a successor, or in this case successors, have agreed to assume the position of *SNIC BRAAAPP* editor effective 2016. The publishing conglomerate of Gleason and Morgan outbid Rupert Murdoch in a friendly takeover of this birdcage liner.

Since I already had the microphone, the conversation then segued to recent developments in the 2015 VTR convention planning. We shared with the group that Jack Billimack and I had recently visited the Abbey to go over some of the parking details to make sure that there was adequate space for what we hope will be a large number of Triumphs this August. We then visited with the principal at Williams Bay High School accompanied by Irv Korey, autocross chair, to go over logistics for the autocross. We noted that it was not the first time that any of us had been called to the principal's office, however, these circumstances were considerably more pleasant than our previous such visits. In all seriousness, the principal, Dr. William White, was most gracious and cooperative, and Irv Jack and I came away very pleased with his willingness to cooperate with us on this very important

event at the convention. We also spent time with the owner of Gus's drive-in in East Troy where our ice cream run on Wednesday will take place. Again, we came away reasonably confident that this will be relatively hassle-free event on our schedule.

Bill Jensen, ISOA regalia chair, then spoke about the availability of some official spring swag that no self-respecting ISOA slave to fashion will want to be without.

Denny then called on the audience to share any project updates, and John Kolton got things underway by mentioning that the progress on his TR4A was coming along nicely. The drive train was installed, the wiring harness was in place, and he fully expects to have the car operating under its own power by early summer. Richard Winters described the progress that was being made on his Stag by Joe Pawlak and himself. The Stag had been transported to the Hampshire Quarter Horse and Triumph Ranch, and the Stagmeister and Richard discovered that the timing chain sprocket was badly worn. However, the good news was that no damage had been done to the valvetrain. Once the necessary parts arrive from England, Richard and Joe are optimistic that the Stag will be back on the road shortly. Dennis Hill mentioned that he had completed his brake rebuild project, and he was happy to report that not only does his TR6 start, but now it also stops.

The official April meeting topic dealt with the technical inspection required to participate in the VTR autocross this summer. Roman Hrynewycz described the process by which a team of inspectors verify the safety of a car before allowing it onto the course. Among other things, Roman mentioned that batteries must be secure, wheel bearings must be tight, fluids should, for the most part, be contained inside the engine rather than outside (it should be noted, that the Brits always seem to have struggled with this concept). Roman also added that prior to going on the autocross course, junk in the trunk, wheel rings, and various and sundry loose objects should be removed from the vehicle.

The topic of conversation then switched over to recently held events and Bill Jensen spoke about the carb clinic

which he hosted in April [see page 6,] and Denny Stock spoke about the top clinic that took place at Steve Yott's Silver Lake Triumph Centre the previous Saturday. (See cover for full details).

Events chair Jack Billimack then spoke about activities that are upcoming, including the chili party, the ignition clinic, the tuneup clinic, the spring tour, and the British car show in show in Bloomington. Roman also added that the racing season would soon be underway and that the unofficial ISOA vintage racer TR7 known and loved as "Rusty Galore" will campaign in both the Chump and Lemons series this year. He added that this year's Lemons race at the autobahn in Joliet will be a true 24-hour enduro, and he encouraged everyone to come out and cheer Rusty on to what we hope will be a victory.

Following the upcoming events, the monthly raffle took place and was won by Gary Fager, who now is the proud owner of set of Stanley pliers to go along with a can of WD-40 and various other effluvia.

The topic then changed over to the process of nominating members for the monthly awards for the ying and yang of triumph owners - the Peter M. Roberts for having done something beneficial to your fellow club members and the Boomer, which generally is doing the opposite to yourself. Richard Winters nominated Joe Pawlak for accurately diagnosing the mysterious ailments that plagued his Stag and Jack Billimack nominated Richard for showing "Patience in Adversity" during this process. In a close vote, the Stagmeister was awarded the temporary custody of the traveling chalice for the month of April.

There being no unfinished or new business, President Showroom adjourned the meeting around 8:30.

With all due apologies for any errors or omissions, I remain 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*

•**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.

•**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]

•**Help Wanted!** I am looking for an old fashioned mechanic or mechanically inclined person with an affinity for old European cars to join our team. I have a small shop in Woodstock, IL and work only on older cars, pre computer, carbs, points, lever shocks, etc. are common. No two days are the same! Interested? E-mail me at YvesBoode@Gmail.com [05/15- . not an ISOA member]

•**For Sale:** Mig Welder 30 to 120 amps variable; wire sizes .023, .030, .035 and CO2/Argon regulator included. Ideal for auto restoration. Asking \$ 85 or best offer. If interested, contact Don Sheldon at mkd-sheldon@yahoo.com or Phone 630 217 9676. [05/15]

•**For Sale:** 1971 Triumph TR6 unfinished restoration. Rebuilt engine and trans. 9.5:1 with stock cam. Powder coated frame. Frame stiffened and set up for rear tube shocks. All suspension powder coated and rebuilt. Epoxy primer tub. All new interior but not the seats. Rust free fenders, qtr panels, doors, bonnet and deck lid. Panasport wheels. Most everything else is included to finish the project. Best offer and we can finish the work for a fee. Mike Maienza 630-968-7503 [05/15]



Bill Jensen on 05/03
Kris Hall on 05/05
Sheryl Stier on 05/05
Burns Rafferty on 05/06
Mark McDermott on 05/06
Bill Waterstraat on 05/07
Mary Lou Gleason on 05/08
Joan Shedor on 05/09

Vickie Corey on 05/09
Bruce Campbell on 05/12
Paul Schneider on 05/13
Diane Mueller on 05/18
Jim Chodak on 05/21
Adrian Jaworski on 05/25
Debbie Larson on 05/25
Pete Ballard on 05/29

ISOA Membership Counts
156 memberships - 210 members
New Member
Steve Ban
1117 Carberry Cir., Inverness, IL 60067-4289
847 452-4637 - sdban@att.net
61 TR3A, 68 TR250

Ed Note: We are pleased to inform our vast readership, all three of you, that the publishing conglomerate of Gleason & Morgan Ltd. has tendered an offer to assume the editorial duties of Snic Braaapp effective April 1st, 2016. Their offer exceeded that of Rupert Murdoch, although we do find the timing of April Fool's Day somewhat disconcerting for this most august periodical.

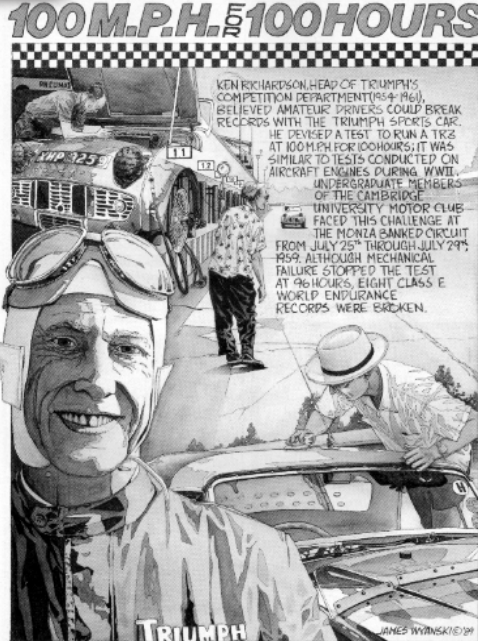
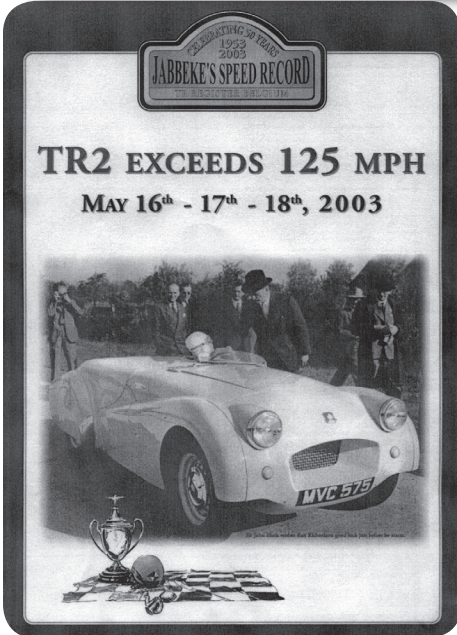
In the figurative footsteps of Jake and Elwood, not to mention Bob & Ray or Bud & Lou, Mooner and Rainman will take over as newsletter editors while your humble and obedient scribe transitions out to pasture. However, you should be forewarned that I might occasionally feel compelled to resurrect Sir Wrenchalot, Vinnie the Ratchet, Sir Bentley Haynes, or various and sundry other characters whose exploits have graced the pages of this birdcage liner for the last decade or so.



Ed Note #2: This month marks the 62nd anniversary of legendary Triumph developmental engineer Ken Richardson's record breaking Jabeke Run speed run. The milestone event established Triumph as a force to be reckoned with in motorsports. At right are some period graphics of this historic event..



"TR" CHIVE CLASSIC GRAPHICS



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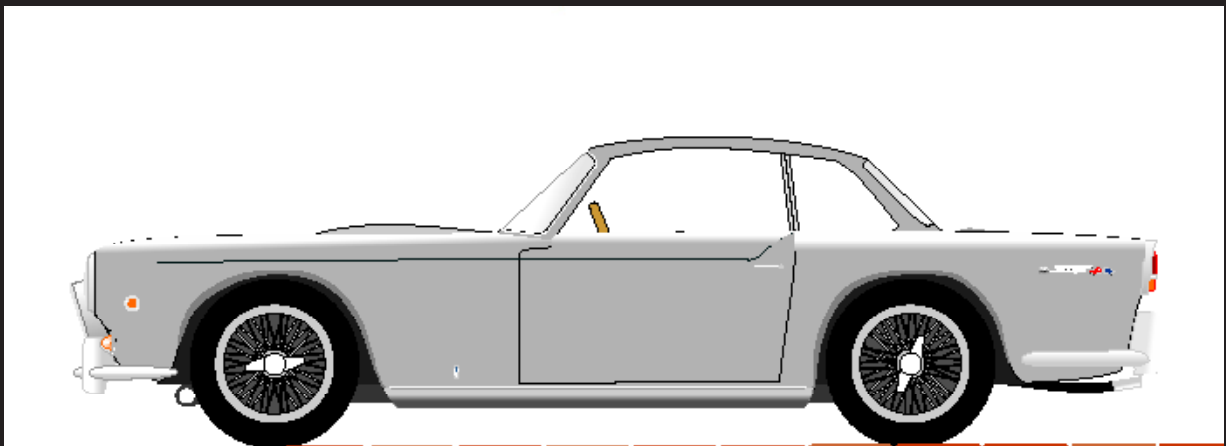
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THE REAR VIEW MIRROR



*ORIGINAL TRIUMPH ITALIA ARTWORK
BY LARRY BROWN*

MAY 2015