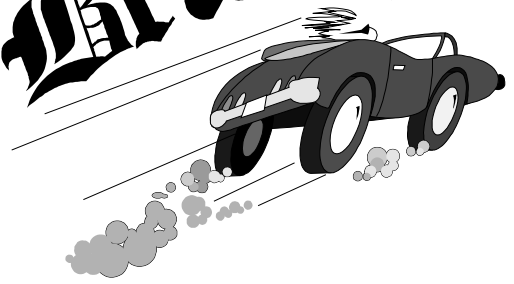




# Smic Braapp



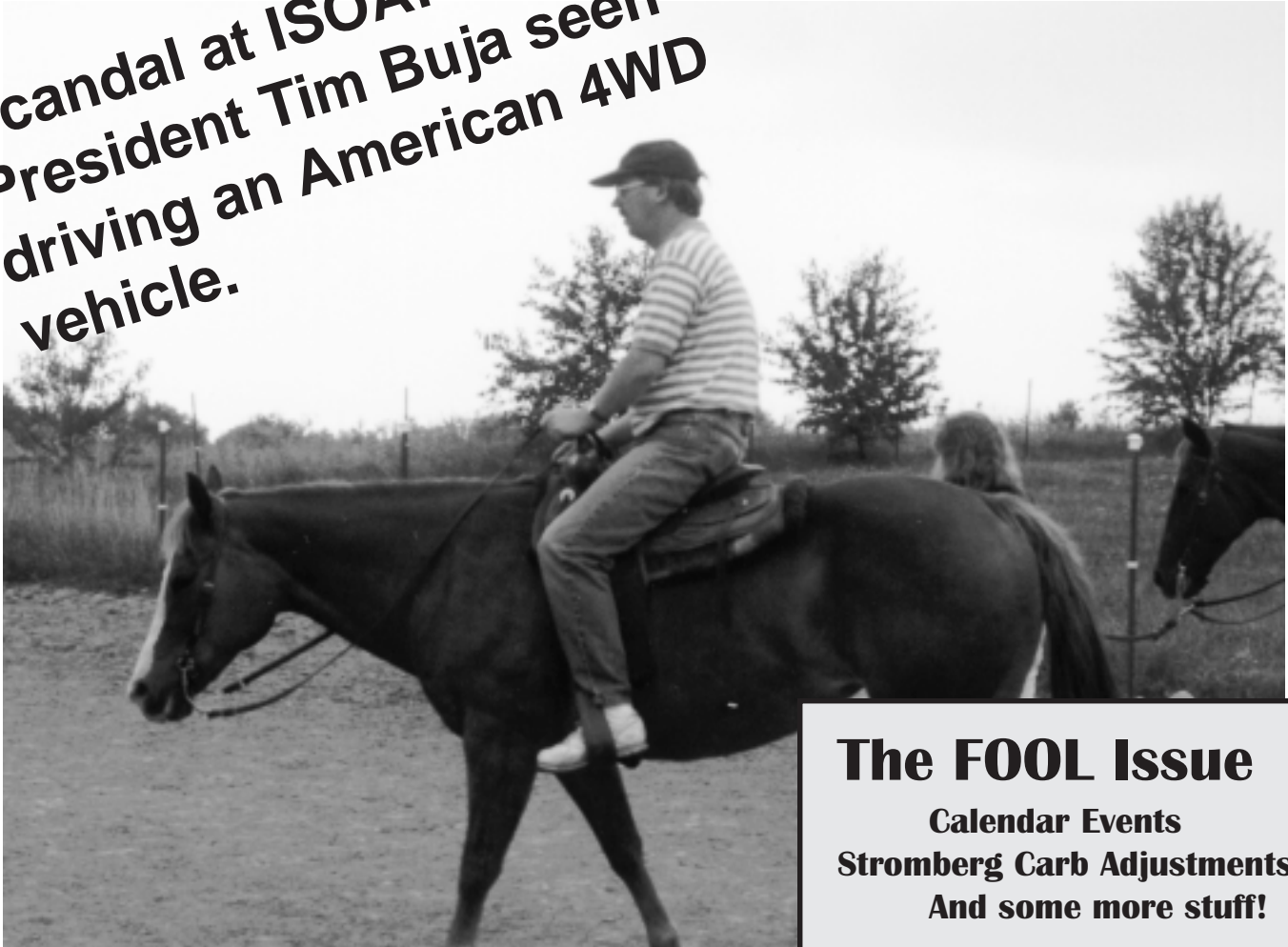
April 1998



Brought to you by the Stagmaster News Group  
A Greasy Hand Production which is a Division of ISOA Publications



**Scandal at ISOA!  
President Tim Buja seen  
driving an American 4WD  
vehicle.**



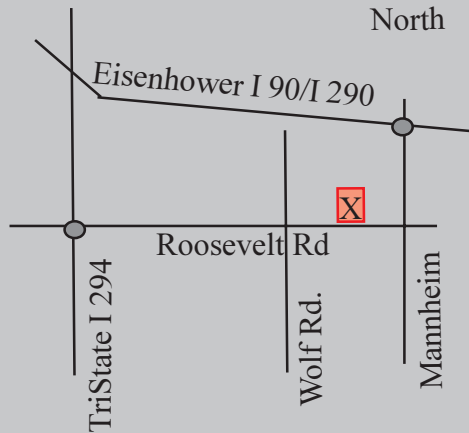
## The FOOL Issue

Calendar Events  
Stromberg Carb Adjustments  
And some more stuff!

Friends and Family who drive together will always *Triumph*

## 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 the Round Up Saloon, 4152 W. Roosevelt Road in Hillside (X marks the spot on the map below), on the first Sunday of every month (unless otherwise announced). Meeting time is 7:00 PM (roughly), but come early and have a beer and share some TRIUMPH BS with your fellow enthusiasts.



The Board of Directors meets the second Wednesday of every month, at the home of Sheri and Bill Pyle, 320 N. Linden, Itasca, at 7:00 PM. Everyone is welcome to attend the Board meetings.

### 1998 Officers

<b>President</b>	Tim "Tool Man" Buja 815/332-3119
<b>Vice - President</b>	Bob "Man of" Steele 847/698-1028
<b>Treasurer</b>	Sheri "Big Mama" Pyle 630/773-4806
<b>Secretary</b>	Ken "Busby Berkeley" Kendzy 847/825-8581
<b>Events</b>	Jeff "Stalker" Rust 815/227-9710
<b>Meeting Programs</b>	Pat Morse 847/251-8035
<b>Membership Chair</b>	Ann "Hammer" Buja 815/332-3119
<b>Webmaster</b>	Tim "Tool Man" Buja 815/332-3119
<b>Newsletter Editor</b>	Joe "Stagmaster" Pawlak 847/683-4184
<b>VTR Liaison:</b>	Jack "Spuds" Billimack 815/459-4721

## Numbers Game

Current Member Total:	123
Current Memberships Paid:	86
Current Circulation Total:	113

### 1998 Top 10 ISOA Cup Points Leaders

1. Pawlak, Joe  
Billimack, Jack
2. Fisher, Lorrie-Ann
3. Billimack, Barb  
Blonder, Mike  
Pyle, Bill  
Pyle, Sheri  
Rust, Jeff




















81 Members have participated in an ISOA Cup Event through February 1998. Keep being active!!! We are starting to have fun now.

### Newsletter Submissions

SNIC-BRAAAP is published monthly and is intended for you to have it before the first of every month. All contributions/submissions will be published! If you require your contribution/submission to be in the upcoming edition, the editor requests that it be received by the 15th. Submissions can be either "electronic" or good old fashioned paper. All photos and disks will be returned. Electronic submissions can be PC or MAC formats (save either as a text file) or e-mail to the editor. It is easier for you to tell me how you can submit your article rather than me telling you the many ways I can receive them. I will try to make it as easy as possible to get your submissions included in this publication.

Joe Pawlak  
14N640 Engel Rd.  
Hampshire, IL 60140  
Home: 847/683-4184  
Work: 847/635-2281  
FAX: 847/635-2272  
e-mail: japawlak@ce.xerox.com

- Apr 5            General membership meeting 
- Apr 8            Board of Directors meeting
- Apr 18          Transmission & Carb rebuild clinic at Bill & Sheri Pyle's 
- Apr 31          House on the Rock Tour 
  
- May 9            ISOA Tune Up Clinic LaFox Imports in South Elgin 
- May 3            General membership meeting 
- May 13          Board of Directors meeting
- May 14-17      Quadfest, sponsored this year by Vintage Triumphs of Wisconsin at Road America in Elkhart Lake, Wisconsin. 
- May 18-24      2nd Annual British Car Week
- May 22-24      Champaign British Car Festival 
  
- Jun 7            General membership meeting 
- Jun 7            Michiana British Car Day, South Bend, IN 
- Jun 10          Board of Directors meeting
- Jun 13          Fuel Injection Clinic sponsored by Fuel Management Systems 
- Jun 18-20      TRA Nationals - Rocky Gap Maryland
- Jun 20          Drive In Night 
- Jun 28          British Car Field Day - Sussex Wi 
  
- Jul 5            General membership meeting 
- Jul 8            Board of Directors meeting
- July 11-12      Mad Dogs & Englishmen, Kalamazoo, MI
- July 18          "London to Brighton Run" from London, IN to Brighton, IN sponsored by the Indiana British Car Union
- Jul 21-24      VTR Nationals 1998 VTR National Convention/North American Triumph Challenge XXIII in Hudson, Wisconsin 
- Jul 30- Aug 3   13th Annual Canadian Classic in Sarnia-Point Edward, Ontario
  
- Aug 2            General membership meeting 
- Aug 8            ISOA Picnic - location TBA 
- Aug 12          Board of Directors meeting
- Aug 30          Heartland British Car Show - Davenport Ia.
  
- Sep 6            Potato Fest at the Jaquet Estate plus General membership meeting 
- Sep 10-12      Six Pack Trials near Princeton, NJ
- Sep 9            Board of Directors meeting
- Sep 13          British Car Union - Oakton Community College
- Sep 25-27      Indy British Motor Days - White River Park in downtown Indianapolis, IN, sponsored by the Indiana British Car Union
- Sep 26-27      Lake Geneva Classic Car Rally at Interlaken Resort
  
- Oct 2-4          VSCDA Children's Museum Vintage Grand Prix, Indianapolis Raceway
- Oct 10          Fall Tour to White Pines State Park near Oregon



Indicates this is an ISOA Cup points event



## Garage Talk & Other Nonsense

By:  
Joe Pawlak

Put a "b" in Garage and thats what you could have here.

**ISOA SCANDAL!!** So our ISOA president was caught. These photos came in from Linda Twit who was contacted by a friend of hers, Homina Fatbutski. "Tool Man" has been quoted as saying he is a 100% Triumph man and is disapointed that these accusations of loyalty keep coming up. Well Mr. President, don't give us no Saab story cuz pictures don't lie. You were overheard making comments on this most recent test drive. Such as the ride was a bit bouncy, the steering was very loose but the acceleration puts you back in the seat and you have to do everything just to hang on. Keep it up, we do have the Man of Steel waiting in the wings.

The **1998 Transmission/Carb Clinic is April 18th** at Bill & Sheri Pyles house. This is a great time to learn about Triumph transmissions and see what makes them tick. *The tick is why you are probably rebuilding it!* Last year had quite an assortment. I rebuilt my Stag tranny, Jack had his TR6, Keith had his TR3. I think we had one additional but they all look the same when you turn 'em over. Sign up at the April meeting or give Bill & Sheri a call. A full information page on the event is located somewhere in this mess.

June 7th **Michiana British Car Day** in South Bend, Indiana has information available at the following web site: [//members.aol.com/Trmgafun/mbrits.html](http://members.aol.com/Trmgafun/mbrits.html)

**Badges, badges,** we don't need no stinkin' badges. This applies when we all go seek to find some treasure in the Sierra Madre during the Winter Tour but until then, please wear you name badge to meetings and events. It helps new members and old alike to identify each other. This will also make sure we don't have any MG guys sneaking in, taking our women (to improve their gene pool) and our secrets to why our cars run better than theirs. If you don't have a name badge because your dog ate it, lost it while skinny dipping or are using it as a shim to correct some suspension geometry, contact Sheri Pyle.

**1998 Dues were Due.** Those who didn't renew won't be reading this sentence now. But all of you faithful followers will again have another year of Triumphant joy in what is the greatest hobby in the automotive arena.

The **Spring Tune Up Clinic** is scheduled for **Saturday May 9th**. It will be held once again at Lafox Imports in South Elgin. The Clinic will start at 8:00 am and go until everyone has their car running perfect. We will be sharing the facility with the Lotus club. The parts department will be open in case components are required to put Humpty Dumpty back together again. Details of refreshments and a possible garage tour following the clinic will be announced.

I am in the process of compiling a **Triumph Related Publication/Magazine** list complete with actual opinions and reviews of how members like them. There are a lot of great publications out there. Wouldn't a years subscription beat out a tie for a gift? Please bring a magazine in at the next meeting and a note of 25 words or less of why you like it, dislike it etc. You will recieve ISOA Cup points for your participation.

### **FYI.....**

As the editor of Snic Braaapp, I have been accused of not knowing Jack Schitt. *Well, read on.....*

Jack is the only son of Awe Schitt and O. Schitt. Awe Schitt, the fertilizer magnate, married O. Schitt, the owner of Knee-deep Schitt, Inc. In turn, Jack Schitt married Noe Schitt and the deeply religious couple produced 6 children: Holie Schitt, The twins; Deep Schitt and Dip Schitt, Fulla Schitt, Giva Schitt and Bull Schitt, a high school dropout. After being married for 15 years Jack and Noe divorced. Noe later married Mr. Sherlock and because her kids were living with them, she wanted to keep her previous name. She was known as Noe Schitt-Sherlock. Dip Schitt married Lodda Schitt and they produced a cowardly son, Chicken Schitt. Fulla Schitt and Giva Schitt were inseparable throughout childhood and consequently, married the Happens brothers in dual ceremony. The Schitt-Happens children are Dawg, Byrd and Horse. Bull Schitt the prodigal son, left home to tour the world. He recently returned with his new bride, Pisa Schitt.

So now, when someone say's I don't know Jack Schitt, you can correct them.

*Till next month..... JP*



# TR6 STROMBERG CARBURETORS

By: John Phillips, Green Country Triumphs, Tulsa, OK.

Reprinted by permission.

One of the presenters at this year's VTR Nationals was Dave Simms of Cross Roads Auto Systems. He gave a very impressive tech session on the Stromberg carburetor. Dave has said on several occasions that I know as much about them as he does. Don't anyone believe that for a minute. Dave's tech session covered many topics that I have yet to encounter. Now having said that, I thought that I would share a few observations about a typical rebuild. I do not claim to be an expert but having rebuilt several sets with reasonable success, I thought that passing along some of my experiences my help bely any fears associated with tearing into your own.

## GETTING THEM OFF

Easy. First, the choke cables are attached to the choke mechanism by two cables pinned by two screws. Loosen the screws, then pry off the two retaining clips at the top of the carb. The choke cables are now loose. NOTE: I have removed more than one set of carbs where the retaining clips were missing and makeshift methods of attaching the cables were used, usually not very successfully. Start a parts list now and if your clips are missing put them on the list. They are cheap. Ordering rebuild kits, etc. before the teardown is better avoided if possible. You really don't know what to order until the teardown is complete.

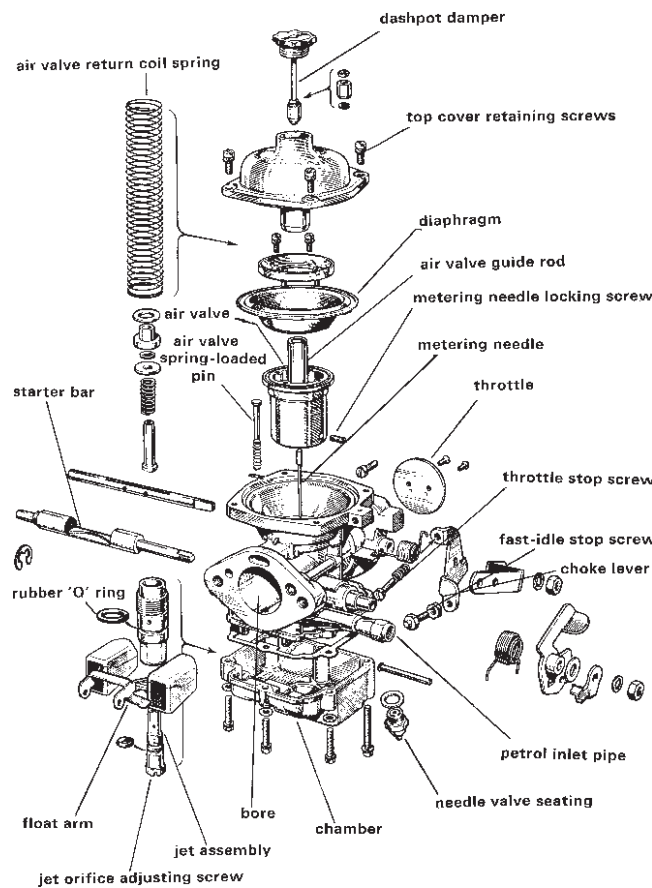
The next thing to remove is the fuel line and other rubber hoses. One thing to note is if fuel flows through the fuel line via gravity flow you probably need a fuel pump rebuild or a new pump. Sometimes the fuel pump can fail and the car still run, at least till you park on a hill or get down to about a quarter tank of gas.

Next to the firewall, the linkage attaches to the crossbar lever with a funny looking clip. Push the linkage out of the clip. It is that simple. It is usually harder to find the

clip if you drop it than to get it apart. The linkage comes off with the carbs which are better removed at the same time by removing the eight nuts holding them to the intake manifold. Remove the two carbs keeping them upright because they still contain gas and oil and set them on a suitable work surface.

## TEARDOWN

Before removing the linkage, study it. This



is the simple key to recognizing the front carb from the rear carb. Keep the components properly segregated as front and rear until they are back on the car. Some components are not interchangeable and do not work properly if switched between carbs.

After becoming familiar with the assembly, loosen the outside bolts of the linkage sub-assembly so that the carbs can be separated from the linkage and set the linkage aside for the time being. Find something to empty the remaining gas and oil into, then pour it from the vent

port that feeds the charcoal canister. Remove the dash pot damper and pour the oil out.

I always tear down the front carb first because it is easier to make an F than an R. Sounds dumb, huh. Let's proceed. Got your parts list? Keep it handy.

The order of disassembly really doesn't matter but to explain the F - R statement above we will start at the top. Remove the four screws holding the dashpot on. Don't worry, nothing will jump out, but there is a big, weak spring under there that will come out first. Put it in whatever container you have designated for this carb. The springs are interchangeable but you might as well start off right keeping everything separate.

You now have the dashpot (top) off the carb. At this point I use a scribe or nail to scribe an F on the underside of the piece. That way if the parts are somehow mixed up I can get the part back on the correct carb.

## AIR VALVE

The next thing to take out is the air valve assembly. It lifts right out of the carb body. This should be done with some care so as not to damage the metering needle in the bottom of the air valve.

The attached diaphragm will be replaced by a standard component in the new carb kit so if it is torn or not very flexible it is subject to replacement anyway. Remove the four screws in the diaphragm retainer and separate from the air valve. Be careful of the metering needle.

Next, look at the metering needle.

If you can detect wear on the needle, or if the mixture adjustment is such that the car runs rich all the time, you may want to replace these. The experts tell me that one of the worst things that can happen on these carbs is for the hole, in which the metering needle inserts, to become enlarged. This is one of the most difficult problems to fix and will probably require an expert. I will also say that I have yet to encounter this problem and to wear out a carb to this extent is most unusual.

Now, I like to replace the O ring which retains the oil in the damper. This O ring is

## TR6 STROMBERG CARBURETORS (continued)

not part of the standard kit so if you intend on doing this, put it on your parts list. Let's finish the air valve disassembly. If you have adjusted your air/fuel mixture on your carbs you have a special tool used for this purpose. Get it out or add this tool to your parts list. They are not expensive and you are going to need it.

Use the tool to separate the metering needle assembly from the retainer by inserting the tool and turning it counter clockwise until the needle assembly stops it's outward travel which means the threads have disengaged. Then loosen the grub screw that keeps the needle assembly from turning in the air valve. Do this with care because I have ruined a grub screw and getting them out can be a real challenge. Typically they are not a problem if a little penetrating oil is used prior to trying to move them.

Once the grub screw is loose and the retainer is separated, the metering needle assembly can be removed. Do this with care as the needle assembly can be damaged if improperly handled. What is left in the air valve is the retainer which is little more than a short screw with an O ring groove. The retainer is pushed out from the bottom. Do not use something sharp as the retainer can be damaged. It may not move easily, but it will move. Push it out, but don't lose it. This is a good time to scribe an F on the bottom of the air valve so that they don't get mixed up. The air valve is now disassembled so set it aside for now.

### FLOATBOWL

OK, grab the carb body and turn it upside down. Remove the plug in the center of the bowl.

Replace the O ring in the plug before replacing the plug in the bowl. Remove the six screws holding the floatbowl on. There won't be any surprises here so proceed with confidence. Once the bowl is off, pry off the floats, hold them up to your ear and shake them. If you hear gas sloshing around add floats to your parts list. Remove the brass colored jet in the corner and discard. A new one will be in the kit. I personally have no preference whether the new jet is a Gross jet or the standard type. They both work. Put the F inside the float bowl on the bowl and the carb body

to identify the front carb.

### CHOKE MECHANISM

Remove the two brass colored screws holding the choke mechanism on and set it aside. I have yet to encounter a faulty choke mechanism other than being dirty so no problems are anticipated here. It can be disassembled further if you wish but my experience says this probably is not necessary.

### TEMPERATURE COMPENSATOR

Remove the two screws and washers holding this little piece of magic to the side of the carb. It is the assembly with the plastic cap about two inches long on the forward side of the carb.

At this point it is not necessary to remove the plastic cover. Check out the component by first pushing the plastic plunger to see if it moves freely. If it does not move, it will require disassembly and cleaning. Scary, ain't it.

If it does move, make sure it seals by trying to blow air around the seal. It should hold at least a small amount of pressure. If it does not seal you still have to do the scary thing. Remove the two screws holding the plastic cap on. Remove the lock nut securing the bi-metal strip. Remove the strip and the plunger and clean the assembly components as well as you can prior to reassembly.

Since this article is getting long, I will only say that if the instructions for adjusting these things as published by the VTR are not available to you, give me a call and I will furnish them or walk you through the procedure. It is not hard and it is not magic and I would love to visit with you.

### MIXTURE TRIM SCREW

Take it out, clean it, screw it all the way in upon re-assembly.

### IDLE BYPASS VALVE

More Voo-Doo and magic. If it has been a while since these things were overhauled the diaphragms are probably hard as a rock. They are the funny looking assembly on the forward side of the carb right next to the brass colored throttle shaft. Remove the assembly by extracting the slotted screws. Once the assembly is removed, extract the phillips head screws.

Just to let you know there is a spring inside so don't be surprised if the thing

pops apart. Please note that the diaphragm has a gasket on both sides. When you re-assemble this unit put it back the same way or the diaphragm will not be properly supported. Moving the adjustment screw should be avoided if possible. Getting these things back into adjustment can be a chore.

This diaphragm is not part of a standard kit, so if you want it put it on your parts list. The gaskets usually are part of the kit. Go figure.

### THROTTLE SHAFT

Last Assembly. See, not so hard so far. The hardware holding the throttle shaft in is on the aft (back) side of the carb. The front carb has a little different hardware than the rear carb so as to accommodate the linkage attachment. The round end cap is secured by a captive retainer bent up to prevent it's coming loose unintentionally. Bend it down. You can now remove the end cap, specially designed washers and spring which closes the throttle.

Now remove the throttle plate by extracting the two screws holding it in. I suggest you add two new screws to your parts list. Depending upon the type of screw you have, they are either peened in or spread apart via a slot in the screw for that purpose. By spreading the metal in one of these two ways they are less apt to come out and be swallowed by the engine where bad things happen.

You can now extract the throttle shaft and examine it. I have never done a rebuild without replacing the throttle shafts. I can also say that I have never had to bush the throttle shaft holes. The shaft seals are normally adequate to assure a good fit that will not leak air. The shaft seals are retained by brass retainers that pry out with a screwdriver. You might as well add these seals to your parts list because some kits have them and some don't. The rubber is cheap. It is the brass retainers that get expensive so be careful when removing them.

Except for the small difference in the hardware for the throttle shaft linkage, teardown of the rear carb is the same process as the front. Now you have to figure out how you intend to clean everything. Fortunately for me, my good friend Sam Clark keeps a bucket of parts cleaner around that we use to clean members carbs. This is volatile stuff so we make one bucket do for both of us. There

## TR6 STROMBERG CARBURETORS (continued)

are other more tedious ways to clean carbs which involves tooth brushes, pieces of wire, dremel tools, etc. which must be used if soaking is not an option. This is OK, it just takes longer and is more work.

Once cleaned, buffing of external parts is your option, but they sure look better. At this point the hard part is over. Re-assembly is a no brainer but there are a few things to be careful about.

The front throttle shaft may be longer than the one you took out. I cut them off. You do what you want. When you put the throttle shaft seals back in, just flush the brass retainer with the carb body, don't force them in as far as they will go. Lube the shaft so the new seals are not damaged upon insertion. This is a standard practice appropriate for many applications. The screws retaining the throttle plate must be set with a punch or spread apart, depending upon the type of screws they are, so they will not work themselves out.

Holding the carb upside down, the highest point of both floats should be .625 inches +/- .001 from the float bowl sealing surface. I use a pair of 6 inch calipers to make this adjustment. Some kits come with a cardboard gage.

When installing the metering needle, adjust the base of the needle to be flush with the bottom of the air valve. This is about the middle of the adjustment range and provides an excellent starting point for final adjustment. Of course, use all new O rings and gaskets provided in the kits. Make sure to use both seals on the Temperature Compensator.

Make sure to line up the diaphragm seal tabs with the corresponding slots in the air valve and the carb body to properly set the metering needle bias direction. If this makes no sense, trust me. The tabs on the diaphragm fit into small slots. Just make sure they are in there. Also make sure the diaphragm is properly seated in the carb body so that it is not pinched and damaged when the dashpot is re-installed.

One last note on linkage. It is amazing how many cars are adjusted so that the carbs do not open all the way. Before you reattach the linkage to the cross shaft lever, push down on the linkage between

the carbs to see how much travel you have available. Then hook up the linkage, operate the gas pedal and compare the amount of actual travel with potential travel. If you want to open the carbs more, adjust the length of the throttle rod which attaches to the cross shaft lever. This is done by loosening the set nut, then moving the long nut until optimum opening is achieved. Then re-tighten the set nut.

If the slot that the linkage travels through is worn, consider new parts here as well. This stuff can bind up and cause all kinds of problems. Also, put a drop of oil on the long spring on the linkage. If you like the space called for when adjusting the linkage put it in, otherwise don't. I have not found it to make much difference one way or the other. Reconnect all the lines and hoses. Prime the fuel pump and add oil to the dampers. What kind of oil? The experts say whatever you use in your car is fine for the dampers. Everyone seems to have their own preference. I use 20/50W Castrol, like in my car. I am sure your way is better, so use it.

Attach the choke cables at the screw. Push the choke home to rest on the stop and push the retainer into position. This is the easiest way I have found to adjust the choke cables.

To you beginners this may sound difficult. It is not. To you guys that have done this before, your experiences are probably different from mine. I still think that it is important to share what we experience so that we can learn from each other.

If you can improve on something I have said here I would like to hear from you. If I can help you with your project, I would like to hear from you. If you want to tell me I am crazy and have no idea what I am talking about, call someone else. What I do may not be right, but it works for me. Good luck on your project.



## Our own Mel "Roadster" Merzon gets published in Triumph World!

*Below is an excerpt from the February/March issue of Triumph World.*

**WITH A TOTAL OF** only 4,500 Triumph Roadsters built between 1946 and '49 it is hard to estimate how many actually survive today. Being largely unsuited to high-speed. Long distance motoring it is also somewhat surprising to learn that over the years a number of these cars have found their way across the Atlantic. In an effort to generate greater interest in the Roadster and attempt to promote activities for the model in the USA and Canada. Melvin S. Merzon has taken on the post of North American Secretary to The Triumph Roadster Club. His first move was to write to every potential enthusiast he could find an address for, some 165 in all. Thirty five have



thus far responded and he certainly seems to have got things moving. Ultimately it is hoped to organise a national convention. But in the meantime there are plans for the exchange of information, formation of a parts network, etc. Anybody willing to undertake such a task deserves all the encouragement he can get, so if you are a Roadster owner get in touch. Write to: Melvin S. Merzon, 505 1 Greenleaf, Skokie, Illinois 60077. Tel: (312) 836 2162 (office) or (847) 677 7341 (home). Fax: (312) 836 3982.

**Triumph World**  
*February/March 1998*



# EFI Conversion Kit, with LS-14 Laptop Programmable ECU

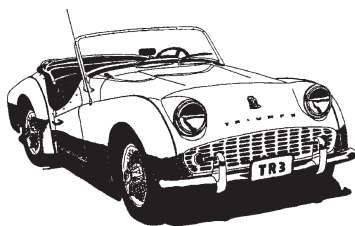
By Mark Fisher

A Fuel Injection Tech Session will be held at Fuel Management Systems, Inc. on June 13, 1998. FMS has donated a Electronic Fuel Injection System, to be installed on an ISOA member vehicle during the tech session.

A chassis dynamometer will be used for baseline vehicle evaluation and emissions testing. Once the system is installed, the dyno will be used for fine tuning, and emissions comparison. The system, including ECU, wiring, sensors, injectors, throttle bodies, and other fuel system components will be installed by FMS personnel.

This digital engine management system may be used in throttle body and multi-point applications. **ANY model Triumph is eligible.** We can work with 4,6, and 8 cylinder applications. Features include:

- Digital Microprocessor with EPROM, EEPROM
- Peak/Hold injector control
- Laptop programmability
- Internal manifold pressure/barometric pressure input
- Air temperature correction
- Engine temperature compensation
- Lambda feedback compensation

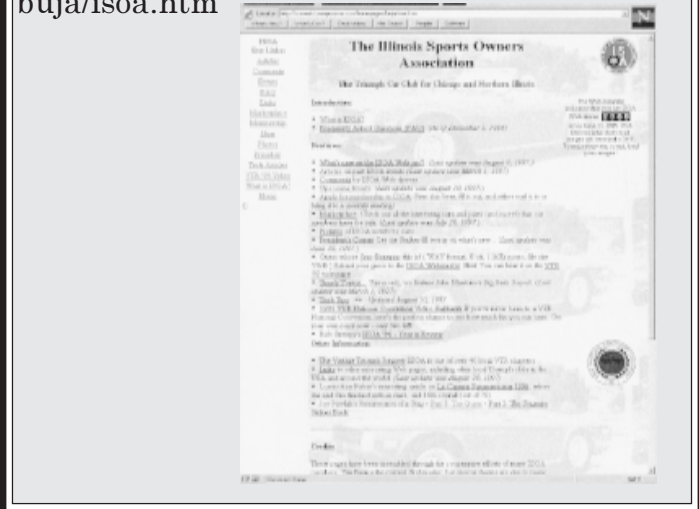


For more information, contact:

Mark Fisher, Applications Engineer  
 Fuel Management Systems, Inc.  
 408 Washington Blvd.  
 Mundelein, IL 60060  
 Phone: 847-566-8820  
 Fax: 847-566-8837  
 E-Mail: fmsinc@fms-oem.com  
 or visit our Website at: <http://www.fms-oem.com>

*I would also ask that people RSVP by May 15, even if they are not planning to enter a car as a potential candidate for EFI. It would be helpful to have an approximate head count.*

**Visit ISOA on the World Wide Web at:**  
<http://ourworld.compuserve.com/homepages/buja/isoa.htm>



## Fuel Management Systems, Inc. EFI Tech Session - June 13, 1998

### EFI Conversion Kit Entry Form

(Open to Current ISOA Members)

Name:

Year & Model Triumph:

Engine Type and Displacement:

Number and Type of Carburetors:

You **must** attend the EFI Tech Session to qualify for the **free** EFI system.

**Mail this Entry Form to:**

Fuel Management Systems, Inc.  
 Attn: Mark Fisher  
 408 Washington Blvd.  
 Mundelein, IL 60060

**Entries must be received by May, 15, 1998**



## LBC BROTHERS AND SISTERS, GET 'YE TO THE LIST

by Mike Blonder

Are you on-line? On the net? Wired? Might you enjoy hooking up with other Triumph enthusiasts from the US and all over the world? Think you'd like to throw a question in cyberspace about a pesky Triumph problem and then get a bunch of responses within a day, and then comments on the responses for the next two or three days? If so, the "Triumph list" is for you.

Each day the list generates about forty e-mail messages to subscribers. People write about anything from head removal to proper hood stick (convertible frame) colors. Something about Spits? Throw out a question - and Joe Curry from Seattle will fire back an answer (but then again, he'll respond to just about anything.) Electrical question? Dan Masters (see his articles in the last three newsletters) is a regular on the list and is a superb question answerer, problem solver and teacher. Vitesse, Sports Six, 2000, 2500 problems? Andy Mace will certainly answer any and all questions. I could go on...

For no extra charge you "meet" some really neat people. Listers get to be people you know and enjoy. I truly am looking forward to meeting some of the fun and knowledgeable folks from the list at regional or national events. Levels of expertise go from newbies (how do I jack up my car?) to a guy who worked in the Coventry factory in the 70's. Oh - and there's great entertainment on the list. Face it - most Triumph enthusiasts are just like you and me (scary, huh?) and our fun, witty temperments (sp?) are pleasant indeed.

And it's free! The owner/ maintainer, Mark J. Bradkis in Utah, does it at no charge (though he certainly doesn't turn down contributions). Subscription is simple:

Compose an e-mail.

TO: majordomo@autox.team.net

In the message box, type in: subscribe triumphs  
You will get confirmation instructions within a few days. Then - HAVE FUN!!

WARNING! Forty messages a day can really add up and clog your e-mail. If it becomes too much, unsubscription is identical to subscription except in the message box type in: unsubscribe triumphs. Many listers do this when they go on vacation.

If you like I have never been on a list (I think they used to be called bulletin boards), you will soon pick up some of the shorthand. For example: This list is for

folks with LBC's (Little British Cars) which were mainly bought from PO's (previous owners) or DPO's (dumb PO's). IMHO (in my humble opinion) you will enjoy this daily. JMTC (just my two cents). You get the idea....

FWIW (for what it's worth) these are some of the questions I've had answered:

1. Why does my 4 have a slight hesitation just after upshifting? Best answer of many: incorrect weight oil in carb damper. Correct weight? Current engine oil (in my case 5-30) - problem solved.
2. Best brand floor jack? Costco or Alltrade.
3. How to change rear axles and rear axle studs. (Thank you Irv K. and friend Joe A.)

Etcetera, etcetera, etcetera. See ya' on the list!!

**Make Your Plans Now!**

### 1998 Vintage Triumph Register National Convention

**July 21-24, 1998**

Hudson, Wisconsin



Current resistration and other info at the meetings.

# Things you would NEVER hear a

## Southern owner say:

Has anybody seen the sidebum trimmer?

You can't feed that to the dog.

I thought Graceland was tacky.

No kids in the back of the pick-up — it's not safe.

Wrasslin's fake.

Who's Richard Petty?

Honey, did you mail that donation to Greenpeace?

We're vegetarians.



I'll have grapefruit instead of biscuits and gravy.

Give me the small bag of pork rinds.

Lets move the MG to the back yard this year.

Spitting is such a nasty habit.

I just couldn't find a thing at Wal-Mart today.

Trim the fat off that steak.

Cappuccino tastes better than espresso.

Honey, these bonsai trees need watering?

The tires on that truck are too big.

I'll have the arugula and radicchio salad.

I've got it all on a floppy disk.

Unsweetened tea tastes better.

Would you like your fish poached or broiled?

My fiancee, Mary Lou, is registered at Tiffany's.

I've got two cases of Zima for the Super Bowl.

Little Debbie snack cakes have too many fat grams.

Checkmate.

She's too old to be wearing that bikini.

Deer heads detract from the decor.

She's too big to be wearing that bikini.

Does the salad bar have bean sprouts?

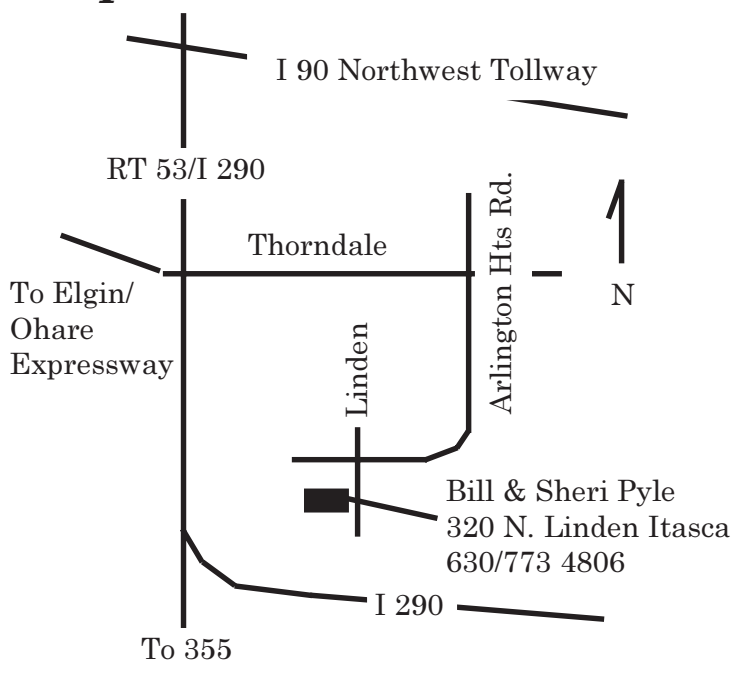
Do you think my hair is too big?

Our cars run better than those Triumphs.

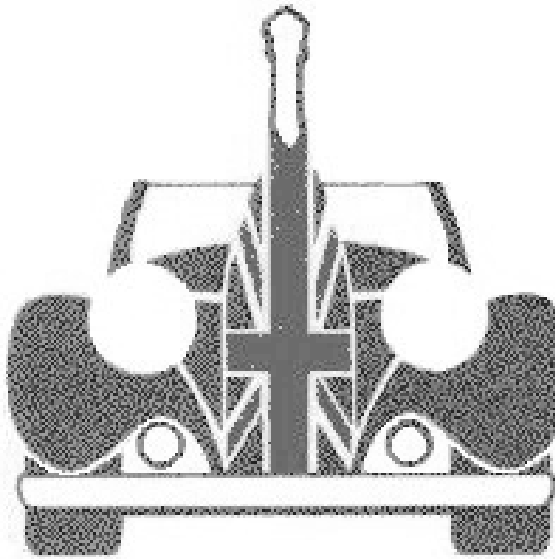


The 1998 Transmission and Carb Clinic is April 18th!

### Map to Trans-Carb Clinic



Do you have the intestinal fortitude to see the guts of a Triumph transmission? WELL DO YOU! Would you have enough fortitude to take on Miss SUE Stromberg? This clinic is not for the faint of heart. Go ahead, be a girly man and watch those Saturday morning cartoons in your sweat pants with your hand somewhere it shouldn't be. A man's hand is in the entrails of a transmission or giving the shaft to a throttle valve assembly. Well if this kind of activity floats your bowl or gets you geared up for action, mark April 18th as your day with destiny. Please let Bill or Sheri know that you will be coming. Set your bearings to the Pyle's house and be there at 8:00 AM sharp. If you can't find the map on this page, well stay home and watch Bugs Bunny.



# The 1998 Champagne British Car Festival



## *License to Thrill: A James Bond Weekend*

### Schedule of Events

#### FRIDAY, MAY 22, 1998

- 7:00 pm Pre-Ignition Party at the hospitality suite-featuring James Bond films
- Murder Mystery Dinner at Jumer's Castle Lodge

#### SATURDAY, MAY 23, 1998

- 8:00 am Registration opens-Hospitality suite
- 9:00 am Funkana begins-Lincoln Square parking lot
- 11:00 am Kids Corner
- 1:00 pm Cruise
- 4:00 pm High Tea-Jumers Great Hall
- 8:00 pm Pub Crawl

#### SUNDAY, MAY 24, 1998

- 7:30 am Dawn Patrol
- 9:00 am Car Show field opens
- 3:00 pm Awards, presentations, and announcements

### Event Descriptions

(All events subject to change)

#### Murder Mystery Dinner

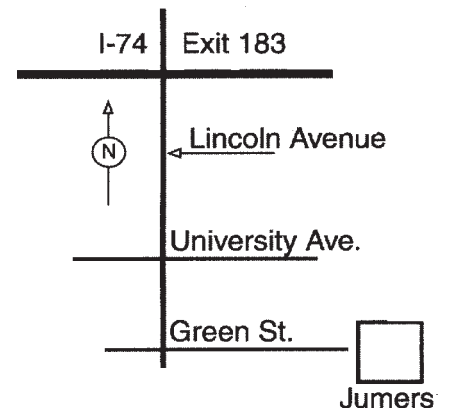
This is a new event for 1998 which promises to offer a full evening of fun to set the tone for the rest of the weekend. Please ask about registration and costs when you call Jumers for room reservations.

#### Funkana

This driving event will test your skill and agility and a whole lot more. Scoring is based on a combination of time and performance on completing a number of highly technical and sometimes zany tasks. Past events have included things such as the SU carburetor toss, tire rotation, and driving blind with a bucket on the head! (free)

#### Walking Rally

This special walking rally will be set up inside the Lincoln Square Mall and will provide an opportunity for everyone in the family to participate. You can participate in the walking rally at your leisure any time throughout the weekend. (free)





**Cruise and High Tea**

After a short cruise around Central Illinois (50-60 miles), we'll re-convene at Jumers Lodge for an English-Style Tea with traditional accompaniments. During the tea, there will be a brief presentation on a topic of interest to British car enthusiast. The High Tea is held in the Jumer's ole English-style dining room. Plan to have the whole family attend this special event. (\$12 per adult, \$6 for kids 12 and under)

**Kids Corner**

This includes a variety of activities designed to give kids of all ages something to do while the car nuts are out swapping stories. Craft items can even be entered into the crafts and models competition on Sunday. (free)

**Double Decker Bus Pub Crawl**

Known as one of the more spirited parts of the weekend, this pub-crawl will allow you to experience a number of the finer pubs in the Champaign-Urbana area. Transportation is provided by an authentic double decker bus, so you won't have to worry about driving home through the fog of your favorite British Ale. Theme dress is encouraged, so bring your martini shaker and favorite James Bond-related costume and join the fun. (\$10 per person)

**Dawn Patrol Cruise**

For those early risers, this Sunday-morning cruise will end up at Phoney Mahoney's restaurant for breakfast. You'll be done in time to return to the show lot and clean up your car for the judging. (Cruise is free, breakfast not included)

**Accomodations:**

Once again Jumers' Castle Lodge in Urbana will be headquarters for our festival. A block of rooms has been reserved with a special rate of \$56 per night plus tax. Call (800) 285-8637 before May 1, 1998. The confirmation number is #73412.

**Car, Event, & Regalia Registration**

Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City, State \_\_\_\_\_

Zip \_\_\_\_\_

Phone (\_\_\_\_) \_\_\_\_\_

E-Mail/Fax (\_\_\_\_) \_\_\_\_\_

**Make all Cheques payable to :**

Champagne British Car Festival  
% Perry French, Treasurer  
2724 West Wardcliffe Drive  
Peoria, IL 61604-2154

**Registration & Regalia**

First Car \_\_\_\_\_ \$15.00

Make Type

Second Car \_\_\_\_\_ \$5.00

Make Type

**Events needing registration by May 1, 1998**

Tea in the Great Hall Adults \_\_\_\_\_ x \$12.00 \_\_\_\_\_

Children under 12 \_\_\_\_\_ x \$ 6.00 \_\_\_\_\_

Pub Crawl Adults (21) \_\_\_\_\_ x \$10.00 \_\_\_\_\_

**Regalia**

\_\_\_\_\_ Tee Shirts \_\_\_\_\_ x \$12.00 \_\_\_\_\_

\_\_\_\_\_ Youth \_\_\_\_\_ S \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_ XXL

\_\_\_\_\_ Sweatshirts x \$20 \_\_\_\_\_ L \_\_\_\_\_ XL \_\_\_\_\_

**TOTALS** \_\_\_\_\_

Wheras owners voluntarily enters his/her vehicle in the 1998 Champagne British Car Festival, it is agreed as follows: (1) That owner(s) will insure his/her vehicle against loss, damage, and liability and will provide proof of such insurance being in full force and effect to the 1998 Champagne British Car Festival, Jumers Castle Lodge, and Lincoln Square Mall. (2) That owner(s) does hereby agree to indemnify and hold harmless the Champagne British Car Festival, agents, or assigns for any act or omissions which may result in the act, damage, or destruction or injury occurring during or as a consequence of this event, wherever located. (3) The owner(s) in attending this event does so voluntarily and agrees and assumes the risk of any and all damage to his/her vehicle or injury to him/her self.

Owner's Signature:

Date:

Mail to: Champagne British Car Festival c/o Perry French 2724 W. Wardcliffe Dr. Peoria, IL 61604

## ISOA Club Etiquette Minute Attention ISOA Members!

This page MUST be added to your ISOA membership portfolio. Pictured to the right is our beloved Jack "Spuds" Billimack, the March double winner of the Boomer and Peter M. Roberts awards. Here Jack prominently displays the awards in the actual living space of his home and not in the garage or the dog house where many unappreciative past winners place these awards. *(Actually the dog house could qualify as living quarters as some of us spend much of our time there when we leave a greasy mess in the bathroom sink, don't clean up after ourselves and the Roadster Factory bill is slightly higher than expected).* Anyway Jack is shown properly maintaining the Boomer by giving it a thorough dusting with a official ISOA emblazoned feather duster. These awards are a proud moment in an ISOA members life. Please notice the order at which Jack displays the trophies. The Peter M. Roberts Cup in front, followed by the family portrait and then the Boomer. This is not to say that the Boomer is any less important, it's just that it didn't need to be near the edge of the table for fear of falling off and breaking any of the illumination elements (light bulbs). Please feel free to use this photo as a guide for proper care and placement of the awards.



### Quadfest 98

(To be held in conjunction with SVRA vintage race)

#### LOCATION:

Road America, Elkhart Lake, Wisconsin

#### WHO'S INVITED:

Triumph owners in Wisconsin, Illinois, Iowa, Indiana and Michigan and all Triumph enthusiast from everywhere are welcome.

#### DATES:

Saturday, May 16 and Sunday, May 17.

#### EVENTS:

Funcours

Sunday morning breakfast rally of Kettle Moraine

Cook-out with SVRA members or separate dinner (TBA)

Enjoying the vintage races. . . including triumphs

Track tour (additional charge)

#### REGISTRATION FEES:

Day	Regular Price	Quadfest Price	Track Touring
Friday	\$10	\$5	
Saturday	\$15	\$10	\$25
Sunday	\$20	\$20	\$25
WIE Pass	\$25	\$15	

Track touring is \$25 on Saturday and \$25 on Sunday. There will be no discount on this.

BBQ or Dinner Fee (TBA)

Funcours Fee (TBA)

Breakfast Rallye (Cost of Breakfast Buffet: \$9.25)

#### REGISTRATION CONTACT:

Reg & Christy Barden

4307 N. Ardmore Avenue

Shorewood, WI 53211

(414) 963-9748

Reginald@execpc.com

**MORE TO FOLLOW IN NEXT NEWSLETTER!**

## PRESS RELEASE FOR IMMEDIATE RELEASE:

Manitowoc Chosen as Headquarters for Wisconsin Sports Car Classic Tour 1998 Bug Eyed and Breathless Drivers will tour Road America. The beautiful and historic maritime city of Manitowoc, Wisconsin has been selected to serve as the headquarters for the 1998 running of the Wisconsin Sports Car and GT Classic (WSCC) tour for sports, touring and GT style automobiles June 25-28, 1998, co-directors Gary Knowles and Alex McDonell announced today.

The Inn on Maritime Bay will serve as the tour's "headquarters hotel" with the Holiday Inn and other area hotels and bed and breakfast inns to be named as additional "official" lodging in the next few weeks. "We're delighted to be returning the tour to Manitowoc," Knowles said. "We've visited here with the Wisconsin Convertible Classic in 1994 and the Wisconsin Sport Car Classic in 1995 but this will be the first time we've headquartered here for the entire tour. We're coming back because our participants love the area. They say your hospitality is superior. From the Mayor to the Convention and Visitors Bureau to the wait staff at the drive-ins, people are friendly, upbeat and helpful. And the city and county police departments are really class acts. Everybody works together to make Manitowoc a great place for us to base our tour headquarters."

The Wisconsin Sports Car and GT Classic Tour is a four day (June 25-28), noncompetitive run open to any make or vintage sports car, sport edition or grand touring car. It is highlighted by drives that explore Wisconsin's great back-roads, events at famous racing venues and opportunities to display the cars for public appreciation. In 1998 the tour will be headquartered in historic Manitowoc, tour Door County and drivers will enjoy a 30 minute track tour at Road America in Elkhart Lake. The tour includes admission to the SCCA June Sprints (R) races on Saturday and Sunday as well as back roads tours. A special two day version of the tour is also available which also includes the Road America track tour and June Sprints.

WSCC, entering its fourth year, is joining the State of Wisconsin in celebrating its 150th birthday in 1998 and will commemorate the World's First Auto Race which was held in Wisconsin in 1878 (see side-bar). The WSCC is open to anyone with any of the many varieties of autos built for driving enthusiasts and those who have a passion for great auto touring.

24 HOUR TOUR HOT-LINE - FREE REGISTRATION KIT - A detailed Tour Preview and Registration Hot Line has been established and is accessible 24 hours a day at 608-271-1335. The message runs about four minutes and offers a voice mail option to request a registration kit listing selected hotels, offering special tour packages and accommodations. Mail inquiries should be addressed to WSCC, Box 44082, Madison, WI 53711 and E-mail requests should be directed to OPENAIR@aol.com. EVERY KIND OF DRIVER The tour attracts a wide variety of people. Airline pilots, nurses, aerobics instructors, lots of women who love to drive, marketing directors, artists, factory workers, radio DJs, journalists, visitors from Japan, CEOs, farmers, car collectors and balloonists have joined the tour.

EVERY KIND OF CAR Cars have included DeLoreans, Mustangs, Mitsubishis, Nissans, an MG-TC, a 1954 Lincoln Mexican Race Special, Camaros, AMCs, Mercedes Roadsters, Corvettes, Aston Martins, an ancient Austin Healey, MGBs, Monte Carlos, Olds Cutlasses, Jaguar XKE, BMWs, Cadillacs, LeBarons, Miatas and lots of others. "We like to say we welcome anyone with a wing or mag wheels," says McDonell. "Our participants are men and women of all ages who buy cars that are built for performance, driveability and fun. Our tours are exciting because the roads and venues we choose are the kind you probably wouldn't find by just driving around. Lots of our entrants have never been in a car club or even joined a tour before. We get people to get their nose off the fence and put them behind the wheel. They love these tours!" RAVE REVIEWS! Reviews

by participants in previous tours were overwhelming in their praise: "Outstanding tour - Outstanding routes - Outstanding Organization!" D.D.-Ohio "I drove on Road America! Me. I drove where the Unsers raced. Yahooooo." F.S. - Chicago "We postponed our anniversary because we wouldn't miss it for anything!" -A.W & B.W- La Crosse "We had 5 Deloreans here. In 1998 we'll try for 8!" - B.T. -Minnesota "What a great mix of people. We made lots of new friends." -D.S.-Texas "Thanks for a great roads and such a warm welcome." T.S.-Yokohama,Japan "I don't care where you go - Sign me up for next year right now." C.H.-Nebraska.

ORGANIZERS ARE AUTO ENTHUSIASTS The events were conceived and organized in by Madison auto buffs and convertible lovers, Gary Knowles and Alex McDonell. Knowles ('61 Buick Electra) was Director of Communications with Wisconsin's Tourism Division for 13 years and supervised development of state travel publications, including the award winning Auto Tours Adventure Guide. He now operates his own Marketing Communications Agency in Madison. McDonell ('76 Cadillac) is President of McDonell International, a former race car driver, works with auto clubs and served as a special promotions consultant at Road America race track in Elkhart Lake. THE WORLD'S FIRST AUTO RACE Wisconsin - July 1878 \* SAY "THANK YOU" TO A COUGHING HORSE! Back in 1873 an outbreak of equine distemper sent most of Wisconsin's horses to the sick bay for weeks. To a state dependent on horsepower to keep the wheels of commerce and agriculture turning this work stoppage was disaster. The state legislature saw the need to stimulate the progress of technology and established a \$10,000 prize for a mechanized substitute for horses that could win a race of 200 miles from Green Bay to Madison. The big purse led to the development of six vehicles and on July 17, 1878 two of them steamed to the starting line. The "Oshkosh" and the "Green Bay" raced through the Fox Cities toward Madison stirring up clouds of dust, parading before cheering crowds and startling livestock along the way. Mechanical failure plagued the "Green Bay" and only the "Oshkosh" reached Madison. It took just 33 hours and 27 minutes for the winner to cover the 201 miles - an average speed of approximately 6 miles per hour. Alexander Gallinger, builder of the "Oshkosh" claimed the prize. But the legislature, like all true race fans, wanted "tougher and faster". They offered him \$5000 and said they expected better. Gallinger told them to keep the money and steamed back home. His race car was reported to have been converted into an ice cutting machine which some time later sunk to the bottom of Green Bay. Based on State of Wisconsin Historical Society Records and talks with family descendents.

The 1998 Wisconsin Convertible Classic will be Superior! UP NORTH WISCONSIN - GET YEE TO GITCHIGUMI! August 13-16 We'll be starting in Wausau (get yer maps out now) and then going NORTH again...to Ashland on Lake Superior and we'll tour Bayfield County, choice of the Chicago Tribune as the Midwest's Best Small Town to vacation in -we'll ferry to Madeline Island in the Apostle Island National lakeshore (That's where I take my vacation every year -No better place to spend a week - or just stay.) Saturday night-Maybe go to Big Top Chataqua Riders in the Sky" show Overnight Ashland Then wind up in Minocqua on Sunday Maybe the most fantastic drive you'll ever take for fun!

I'm trying to finalize hotel blocks this week Registration info out soon - I hope! Let me know your snail mail address to get a registration form Best

Gary Knowles - OPENAIR@aol.com (with Alex McDonell - Co-directors)  
FOR MORE INFORMATION OR PHOTOS: Gary Knowles  
PH 608-231-3884 -  
487 Presidential Lane, Madison, WI 53711

# SIGNS THAT YOU ARE NO LONGER A KID

- You're asleep, but others worry that you're dead.
- You can live without sex but not without glasses.
- Your back goes out more than you do.
- You quit trying to hold your stomach in, no matter who walks into the room.
- You buy a compass for the dash of your car.
- You are proud of your lawn mower.
- Your best friend is dating someone half their age and isn't breaking any laws.
- You call Olan Mills before they call you.
- Your arm's are almost too short to read the newspaper.
- You sing along with the elevator music.
- You would rather go to work than stay home sick.
- You constantly talk about the price of gasoline.
- You can't wait until the current Snic Braaapp arrives.
- You enjoy hearing about other people's operations.
- You consider coffee one of the most important things in life.
- You make an appointment to see the dentist.
- You no longer think of speed limits as a challenge.
- Neighbors borrow your tools.
- People call at 9 PM. and ask, "Did I wake you?"
- You have a dream about prunes.
- You answer a question with, "because I said SO!"
- You send money to PBS.
- The end of your tie doesn't come anywhere near the top of your pants.
- You take a metal detector to the beach.
- You over compensate by driving old British sports cars.
- You wear black socks with sandals.
- You know what the word "equity" means.
- You can't remember the last time you laid on the floor to watch television.
- Your ears are hairier than your head.
- You talk about "good grass" and you're referring to someone's lawn.
- You get into a heated argument about pension plans.
- You got cable for the weather channel. (Also known as "Old Folks MTV.")
- You can go bowling without drinking.
- You have a party and the neighbors don't even realize it. (Except ISOA Parties)
- You own a 30 + year old car that only has 52,000 miles on it.



Marski, Terry & Alice  
535 S. Main  
Lombard, IL 60148  
H:(630) 620-0984 W-Him:(312) 222-3236  
Birthdays (MMDD): Terry 12/04 & Alice 07/13  
72 Spitfire

Cheek, Ryals  
P.O. Box 31413  
Chicago, IL 60631  
H:(773) 878-5058 W-Him:(773) 774-0444  
Birthdays (MMDD): Ryals 12/29  
69 TR6

Frain, Rich  
8328 Lilac Lane  
Tinley Park, IL 60477  
H:(708) 532-1696  
W-Him:(708) 361-0800  
Birthdays (MMDD): Rich 10/30  
57 TR3, 60 TR3

Migliorini, Betty  
1616 Cora St.  
Crest Hill, IL 60435  
H:(815) 722-4702 W-Her:(630) 990-0013  
Birthdays (MMDD): Betty /  
73 Stag

Pieschel, Al  
1-33 Royal St. George Dr.  
Naperville, IL 60563  
H:(630) 369-1730 W-Him:(630) 416-1350  
Birthdays (MMDD): Al 07/26  
73 TR6

Leonard, Bob & Barb Wood  
814 Hilberry Court  
LaGrange, IL 60525  
H:(708) 352-9817 W-Him:(630) 655-2300  
EMAIL-M: remaxman@megsinet.net  
Birthdays (MMDD): Bob 11/26 & Barb 08/18  
60 TR3A

Miller, Ken  
20820 N. Sequoia Curve  
Chillicothe, IL 61523  
H:(309) 249-3202 W-Him:(309) 672-7162  
Birthdays (MMDD): Ken 09/30  
72 TR6

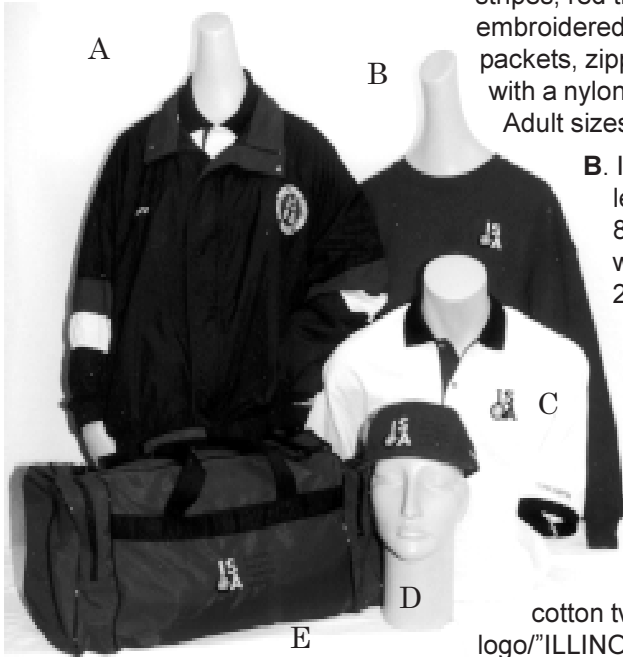
Rusek, PHD., John  
16936 Mountain View  
North Edwards, CA 93523  
H:(760) 769-4595  
EMAIL-M: john\_rusek@clplgw.chinalake.navy.mil  
Birthdays (MMDD): John /

Wilson, Nikki  
P.O. Box 1552  
Des Plaines, IL 60017  
H:(847) 671-1770 W-Her:(847) 361-3374  
EMAIL-F: nikkimwl@aol.com  
Birthdays (MMDD): Nikki 04/08  
80 Spitfire

Williams, Dan  
1044 Whitehall Drive  
Northbrook, IL 60062  
H:(847) 714-9920 W-Him:(630) 623-4069  
Birthdays (MMDD): Dan 01/30  
61 TR3A

# Welcome New Members

# ISOA Club Clothing and Accessories



**A.** ISOA club jacket. The black jacket features red and white accent trim on the arm stripes, red trimmed storm flap and collar and the ISOA full circle logo embroidered on the left chest. Other features include set-in sleeves, slash packets, zippered front and shirred cuffs and waistband. Made of Supplex nylon with a nylon lining, they are durable, water-repellent, wind-resistant and packable. Adult sizes M-3XL. Available for \$49.00 from the ISOA Treasurer.

**B.** ISOA club long sleeve sweatshirt. A red sweatshirt with the ISOA 4 letter logo embroidered on the left chest. Made of extra heavyweight 80 cotton/20poly with set-in sleeves, ribbed spandex collar, cuffs and waistband. Adult sizes M-2XL. Available for \$25.00 (add \$2.00 for 2XL) from JABU Creations item #0047.

**C.** ISOA club short sleeve polo shirt. An ash body with black collar and cuffs and red placket with the ISOA 4 letter logo embroidered on the left chest and "TRIUMPH" on the left sleeve. Made of 100% combed cotton pique. Adult sizes M-3X. Available for \$27.00 (add \$2.00 for 2XL/3XL) from JABU Creations item #0039.

**D.** ISOA club hats. Either a red low profile brush cotton hat or a red pro brush cotton twill (low crown) hat with the ISOA 4 letter logo/"ILLINOIS SPORTS OWNERS ASSOC." embroidered on the front and "TRIUMPH" on the left side. Adult one-size adjustable back. Available for \$12.50 from JABU Creations item #4003 or #4009.



**E.** ISOA deluxe club tote bag. A red bag with black trim with the ISOA 4 letter logo/"ILLINOIS SPORTS OWNERS ASSOC." embroidered on 1 side and the TRIUMPH script logo on the other side and the top flap can be personalized with your name. One-size. Available for \$35.00 from JABU Creations item #5009.

**NEW ISOA T-shirts.** A ash body t-shirt with the ISOA full circle logo silkscreened on the center front. Made of preshrunk 98 cotton/2 poly. Adult M-3XL. Available for \$10.00 (add \$2.00 for 2XL/3XL) from the ISOA Treasurer.

## Seasonal Blonde Joke

Subject: Warning—Religion and Blonde Humor

Three blondes died and are at the pearly gates of Heaven. St. Peter tells them that they can enter the gates if they can answer one simple question. St. Peter asks the first blonde, "What is Easter?"

The first blonde replies, "Oh, thats easy! It's the holiday in November when everyone gets together, eats turkey, and are thankful."

"Wrong!," replies St. Peter, and proceeds to ask the second blonde the same question, "What is Easter?"

The second blonde replies, "Easter is the holiday in December when we put up a nice tree,exchange presents, and celebrate the birth of Jesus." St. Peter looks at the second blonde, shakes his head in disgust, tells her she's wrong, and then peers over his glasses at the third blonde. He asks, "What is Easter?"

The third blonde smiles confidently and looks St. Peter in the eyes, "I know what Easter is."

"Oh?" says St. Peter, incredulously.

"Easter is the Christian holiday that coincides with the Jewish celebration of Passover. Jesus and his disciples were eating at the last supper and Jesus was later deceived and turned over to the Romans by one of his disciples. The Romans took him to be crucified and he was stabbed in the side, made to wear a crown of thorns, and was hung on a cross with nails through his hands. He was buried in a nearby cave which was sealed off by a large boulder." St. Peter smiles broadly with delight.

The third blonde continues, "Every year the boulder is moved aside so that Jesus can come out... and, if he sees his shadow, there will be six more weeks of winter!"



# Marketplace



The place to buy, sell and trade almost anything Triumph related!

**FOR SALE:** Starting handle support rod for the **46-49 1800/2000 Triumph Roadster**. Most authentically reproduced from the original and handsomely chrome plated. \$125 plus postage & insurance (or I'll bring it to a meeting if you prefer). Mel Merzon, 5051 Greenleaf, Skokie 60077. Days 3121836-2162, evenings 847/677-7341, fax 31 2/836-3982, email [msm@navistar.com](mailto:msm@navistar.com) (Mar)

**TONS of TR Parts!** 50 cents per pound with a \$5 minimum purchase. No UPS, so pick will be necessary. At these prices it would be worth the drive. Bob Kamholtz of Thunderbolt Enterprises in Genoa City Wisconsin is making available his vast inventory. Call 414/279-3307 for your parts needs. (Mar)



1978 TR7 (Parts Car?). In storage for last 8 yrs. Sunroof, rebuilt headlight motors, 5 spd, glass good. Best offer takes all. Give an offer he can't refuse. Ken Marjanowski. Wk 630/860-3733. (May)

For Sale: 1967 Spitfire MkIII. 36,000 miles, wire wheels, new brakes. \$2500 OBO. Bob Weiss 630/734-0437 or [SEABEE43@aol.com](mailto:SEABEE43@aol.com) (Jun)

For Sale: **TR250 Parts Car**. Cheap! John Leclercq. Oswego 630/554-1306

**FOR SALE: 73 TR6**, emerald green and black, body and chassis in excellent condition, interior and top in very good condition, trans recently rebuilt, roll bar, red lines, Monza exhaust, \$10,800. Call David @ 847/562-1112 for more info or to buy (Northbrook) or email [david@interaccess.com](mailto:david@interaccess.com) (Mar)



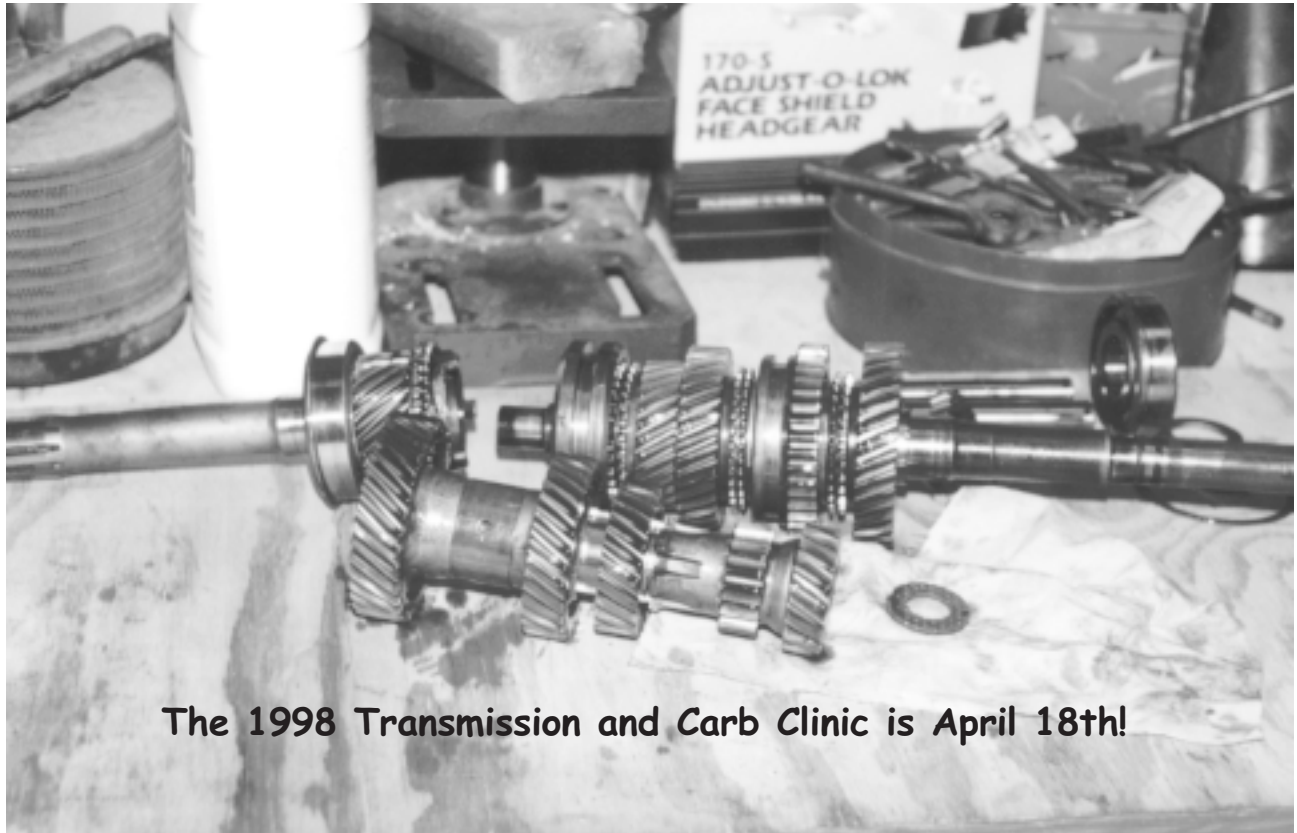
1976 TR6. Java Green. The car looks great and runs very strong. Many modifications to enhance performance and safety. Suspension has been fully reworked, with Koni springs and shocks, front and rear, with rears converted to telescope shocks. Pirelli P600's are mounted on Panaspport mini-lite racing wheels. Less than 1,000 miles on new transmission, clutch and radiator. Steering rack was completely rebuilt during the winter offseason. The interior has been recarpeted, and is fitted with Corbeau rally race seats, and a full four-point racing harness system. It has a roll bar, and the interior is topped off by a red leather Momo steering wheel. The carburetors have been rebuilt within the last 5,000 miles, and breathe through a K & N filter system. The car has a very nice stereo in it, which you need to turn up loud to hear over the ANSA exhaust system. For the past seven years, the car has only been driven on days when it has been sunny and over 70 degrees. Otherwise, it's garaged with a Technalon cover on it. The car runs as aggressively as a TR6 can, short of full race preparation, and is very strong mechanically, and very reliable. I would give it a nine on a scale of ten. By the way, the mileage is 79,000. Asking \$9,600. Ken Walker home: 630-968-1916 work: 312-202-8852 e-mail: [kdubracer@worldnet.att.net](mailto:kdubracer@worldnet.att.net) (JUN)

1973 Stag For Sale. Call Betty or Michael Miglorini at 815 722 4702. Automatic, Damsen Red with Tan interior, new soft top. Dry stored, mechanically kept up, only two owners. Asking \$10,000.

**PRICE REDUCED!**, early TR6 frame, straight and no rust, ready for top coat (hey it is spring, time to put the top coat away and wear your ISOA windbreaker, the jacket not Gastro Boy). "I'm out of time and money and garage space, so this will go to the highest bidder over \$650". Mike Geiter 847 286 0413 days, 630 469 1431 evenings. (Mar)

## Classified Submissions

There is **NO** charge for a classified ads. Ads will run for 3 issues and expire on the month indicated in parenthesis. Photos can be used in classifieds. Please try to limit items for sale relating to Triumph/Car items. Always include name, phone and a clear description of what you are selling. The description will be used "as is". Submission methods are listed on the second page of the newsletter.



The 1998 Transmission and Carb Clinic is April 18th!

## **Snic Braaapp**

A Stagmaster News Group  
c/o Joe Pawlak  
14N640 Engel Rd  
Hampshire, IL 60140

