



ISOA is a Chapter of the
Vintage Triumph Register

Snir Braapp



September 1998



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



Calendar Events
Special VTR Convention Issue
Potato Fest Details
Lotsa other stuff.

ISOA is right on VTOW's butt!

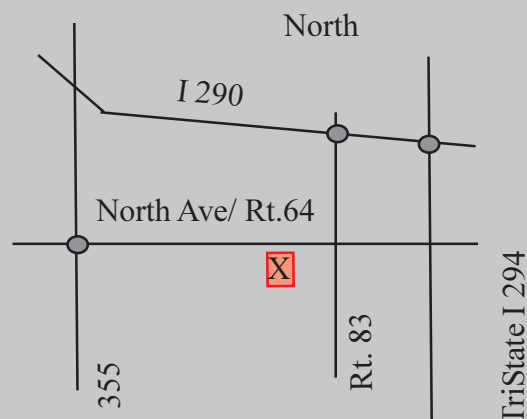


Vintage Triumphs of Wisconsin (VTOW) thought they were hot stuff when Kent Howard barely won a bet from our beloved Jack Billimack. The bet was on which club had the most members show up at the convention. They won the bet on such a minor point that we had to give it to them else their cheese would melt. Well we made such an impact that we left our ISOA license plate impression on VTOW President Mary Jo Ploetz's butt as well as on the butt of Kent Howard's TR4. The pictures speak for themselves! More details on the inside.....

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 Mack's Golden Pheasant on North Ave and Rt. 83 in Elmhurst (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

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

Numbers Game

Current Member Total:	142
Current Memberships Paid:	106
Current Circulation Total:	148

1998 Top 10 ISOA Cup Points Leaders

Billimack, Jack	172
Buja, Ann	166
Buja, Tim	152
Pawlak, Joe	151
Pyle, Sheri	132
Pyle, Bill	122
Jaquet, Jake	110
Fisher, Mark	105
Fisher, Lorrie-Ann	100
Jaquet, Donna	95



ISOA CUP: 106 members have participated through JULY 1998. Keep being active!!!

ISOA Membership

Being a member of ISOA is easy! Owning a Triumph is optional, you can drive whatever you want. All we need you to do is give us your annual dues payment of \$25.00. *Why you would want to join a Triumph club and not have a Triumph is a bit crazy but that's OK, we like nut cases.* Your dues help cover the shipping and production costs of the newsletter of which you will receive plus meeting location fees. Did we mention that Snic Braaapp is the finest Triumph publication in Northern Illinois? Talk to a club member and join today! Be a ISOA'er.

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 21st of the month. 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.

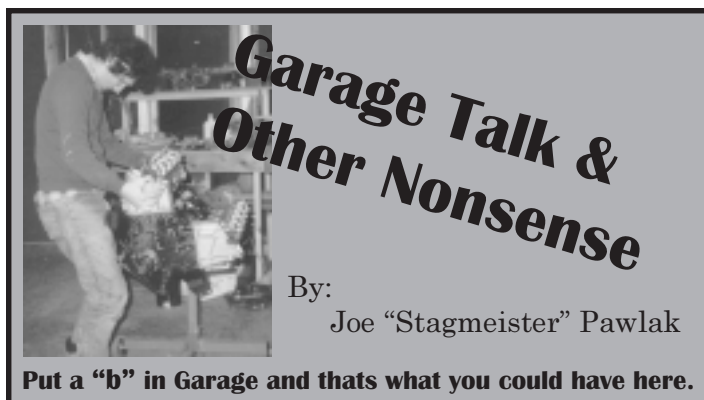
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There is NO meeting at the Golden Pheasant in September. The Potato Fest on September 6th will encompass the membership meeting.

SEP 6	Potato Fest at the Jaquet Estate plus GENERAL MEMBERSHIP MEETING*
SEP 4	Jeff and Karen head east to Massachusetts on the way to Trials '98.
SEP 9	Board Directors Meeting (Minus Jeff)
SEP 10-12	TRials '98 - TR6 National Convention - Whippingme, New Jersey
SEP 12-13	British Car Union-Oakton Comm College, Des Plaines-boss-Des Plaines*
SEP 25-27	Indy British Motor Days - Indianapolis - Indiana British Car Union
SEP 25-27	Lake Geneva Poker Rally*
OCT 2-4	VSCDA Children's Museum Vintage Grand Prix, Indianapolis Raceway "Triumph is the Featured Marque"*
OCT 4	GENERAL MEMBERSHIP MEETING*
OCT 10	Fall Tour and Campout at White Pines State Park in Oregon, IL*
OCT 31	All British Haloween Rally - Contact V.P. Bob Steele for Details.
NOV 7	Part 1 DIY Paint Your Body Clinic - Joe Pawlak Mansion*
NOV 8	GENERAL MEMBERSHIP MEETING*
DEC 5	Part 2 DIY Paint Your Body Clinic - Joe Pawlak Emporium*
DEC 6	GENERAL MEMBERSHIP MEETING*
DEC 12	Christmas Rally - Contact V.P. Bob Steele for details.
JAN ??	Big Bash*
MAR ??	Chili Movie Night *

***Please contact the Grand Puba of Events
Chairman Jeff "Stalker" Rust on event submissions.***

*Indicates this is an ISOA Cup points event



32 pages! I'm not sure but this may be the biggest Sniff Barrrrff yet! Just goes to show you that we probably do more things in one month than some clubs do all year. I guess thats why ISOA is the most active Triumph club in the Northern Hemisphere, well at least between Route 173 and Interstate 80.

There is NO meeting at the Golden Pheasant in September. The Potato Fest on September 6th will encompass the membership meeting.

Please don't forget to reserve the date of the **Potato Fest** on your Calendar at Jake and Donna's. This is one of the last great picnics of the year and it's a must go! Details and map will be in the next newsletter but don't forget to **mark down and reserve September 6!!!!**

Be sure to attend the **British Car Festival** at Oakton Community College on **September 13th**. The club needs your help for vote counting (see page 6). It's a great way to spend the day as there are millions of cars, food, parts vendors and all sorts of real swell people. Remember to wear your stinkin' badge, let everyone there know you are a ISOA federale.

September 25-27. Lake Geneva Poker Rally. Dave has received the "Club" packet of information. The Host site is once again Interlaken Resort. Friday nite is the Cocktail Party, Saturday and Sunday is the Poker Rally itself. Very similar if not identical to previous years. I'd like to publicize this event more than in years past, we can register as a club and get free hands to play, etc.

The **1999 ISOA Calendar** is under construction. I need about 4 or 5 more pictures, so if you have a good photo of your car please let me know. I would like to have the calendars ready by the October membership meeting. I will return all photos! The purchase price will remain at last years ridiculously low price of \$5.00! The proceeds go to the ISOA club treasury, well most of it since there is some production costs involved. We will be extending the multiple purchase price of 3 calendars for \$12 so you will be able to give them away as gifts. Christmas and Hanukkah are just around the corner!

The August **BOOMER** award went to **Sandy Hurst** for running over side curtains of a TR3 at the Autocross event during the VTR Convention. The **Peter M Roberts** award went to **Bill Pyle** for helping Jack retrieve his TR3B in St Paul Minnesota that he bought during the convention.

The **1998 ISOA Fall Tour** committee is finalizing the route plans. Make sure that you reserve October 10th. This years tour is tentatively looking at a northern route across McHenry county through some hilly and twisty terrain as we make our way to Byron. Once in Byron, Route 2 is always a great ride and is nice to partake the beautiful fall colors along the Rock River. Driving, eating and drinking will be the focus activities for the day. Not necessarily in that order nor required to do all three. Driving would be at least one thing that would be mandatory or it wouldn't be a tour now would it? Someone will make some sort of decision soon and by golly we'll get it in the October issue of Snic Braaapp.



Till next month,
the Stagmeister

From the Prez.....

I'm still amazed at the ISOA turnout at last month's VTR National Convention in Hudson, Wisconsin. While Jack Billimack lost his bet to Kent Howard of Vintage Triumphs of Wisconsin regarding the number of registered cars from our respective states, I think ISOA came out ahead based on the number of club members present. Due to a technicality, ISOA couldn't include our members from Indiana, and VTOW was able to include members of Minnesota Triumphs residing in northwestern Wisconsin. I'm sure that problem won't happen again next year. Isn't that right, Jack? After all, VTOW beat us by only one car and proclaimed in huge type on the front page of their newsletter "VTOW Has ISOA On It's Knees". We can't give them the pleasure of this again!

After too many months of repairs, Jeff Rust's '69 TR6 is finally back on the road under its own power, instead of being relegated to TRailer duty behind his diesel pickup truck. It's really good to see him back on the road in a Triumph. So far, he's got just over 400 miles of shakedown cruising on the odometer. So far, we've exorcised some of the electrical demons out of the car on our last cruise back from the Mendota Sweet Corn Festival / Rip's Chicken / Torrie's Ice Cream day of gluttony. Now, his next job is to do something to get his 30 miles per quart oil consumption under control.

Otherwise, his next modification is to fit a fifth wheel on his trunk lid so he can pull a tanker full of Castrol 20W50 on his way to and from the Six Pack TRials in New Jersey in September!

On a sad note, I've got the unpleasant task of reporting the demise this month of one of the foremost sources of Triumph parts. Thunderbolt Enterprises, as we've known it for so many years, is no more. Bob Kamholtz called me the other day to say that he's finally liquidated his entire inventory and is no longer in the Triumph parts business. However, if you had your eye on a particular treasure in Bob's former inventory, you still may have a chance to get it. Bob is advising everyone to call Paul Oglesby in Madisonville, Kentucky. Paul's phone numbers are: (502) 821-7050 (work), (502) 825-2994 (home), or at his shop on weekends at (502) 821-6351.

Better news - after meeting up with the electrical demons with Jeff Rust and Karen Reilly on our cruise back from Mendota and Ladd, it first appeared that they toasted the starter on my TR8 as they laid waste to his tail light and electric fuel pump connections. Upon further review, I found

that one cell in my eight year old battery finally died hard. I really wasn't looking forward to removing the starter...

Here's just one more reminder that the September meeting will be held at the palatial Jaquet Triumph Estate just south of Byron, Illinois. I'll be at work missing out on all the fun you'll be having, so launch a couple of potatoes for me. Please don't show up at the Golden Pheasant - you'll be all alone and the management won't know where to tell you to go. Besides, if we find out about it, you'll be sure to be nominated for the dreaded Boomer award.

Make sure to mark your calendar for the Chicagoland British Car Festival at Oakton College in Des Plaines on Sunday, September 13. To my knowledge, this is the largest British car meet in the US. Last year, there were approximately 880 cars at the show, with our Triumphs being outnumbered only by all those MGs. Don't forget, ISOA is responsible for the ballot counting, so we'll be reminding throughout the day to give us a hand starting at around 1:30 to 1:45. Also, Sheri Pyle is still in need of a volunteer to help out with moving the British Car Union's show equipment on the day of the event. If you're not bringing a car to the event and feel comfortable driving a rental truck before and after the event, please give Sheri a call at (630) 773-4806.

Keep the shiny side up, Tim

Happy Birthday to:

Ann Buja on 09/01
Steve Tichy on 09/01
Mike Blonder on 09/16
Sheri Pyle on 09/19
Bob Streepy on 09/19
Bill Pyle on 09/23
Ron Simon on 09/25
Robbie Evans on 09/25
Sharon Kamholtz on 09/27
Ken Miller on 09/30





BRITISH CAR UNION PRESENTS

BRITISH CAR FESTIVAL

Twelfth Annual

**September 13, 1998
Oakton Community College
Des Plaines, Illinois**

Important notice to all members!! ISOA is once again responsible for counting votes at this years British Car Festival on September 13th. We need at least 22-25 members to help out in counting these votes. We will start at around 1:00. Please meet at the ISOA tent at 12:45 on the grounds. We will head to the college cafeteria for the vote counting.

After the car show, it has been tradition to head over to Photos' Hotdogs for a quick meal and liquid refreshment. We will usually gather the cars by the Triumph area and caravan over. It is only about 10 minutes away and in case you get lost, Photos' is located at Wolf and Kensington Roads.

There is NO meeting at the Golden Pheasant in September. The Potato Fest on September 6th will encompass the membership meeting.



The 1998 Potato Fest held at the Triumphant Estate of Jake and Donna Jaquet will be on September 6th. in beautiful Oregon Illinois. You may start gathering anytime after 11 am and the fest will continue *until they throw the bums out.*

After the 1995 VTR convention that ISOA hosted in Rockford, the club had all kinds of beer, pop and food left over. The problem was what to do with it. Jake and Donna came up with the idea of having a post convention party at their home during Labor Day week. This party was to celebrate a successful convention and to eat and drink up the spoils. *The food finally ran out during last years fest.* Before the day was over, the potato cannons came out of hiding and the rest is history. The party was a huge success and was dubbed the Potato Fest. It was decided to continue the event each year on the Labor Day weekend Sunday and this will be the 4th annual

fest.

Starting time will be approx 11 am (ISOA Time) which means anytime from 11 to noon. Plan on eating around 12:30.

Burgers, brats, hot dogs, beer, pop, plates, table ware and bathrooms will be provided.

Please bring a dish to pass. There will be a donation bucket to help pay for the beverages and food provided. The free food from the 95 convention ran out last year.

If all goes well a bonfire will be lit at dusk, swap lies and maybe show some slides as well.

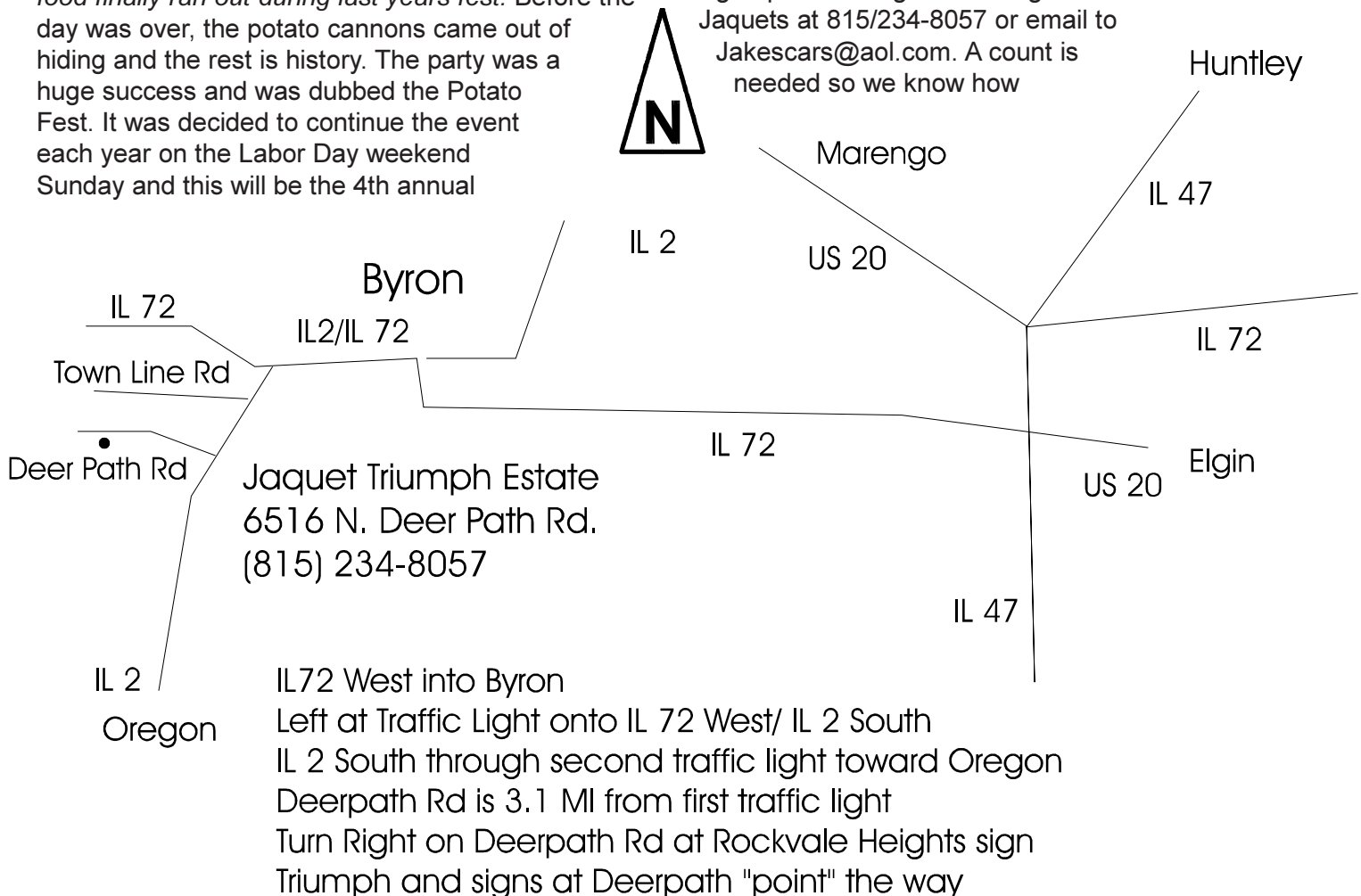
Don't forget to bring swim wear and a towel if you want to take a dip in the pool.

Bring chairs if you got 'em.

Bring your potato guns and potatoes. If you don't have a gun, bring some spuds anyway. We shot in excess of 70 pounds last year.

A pinewood derby will be held so bring your car. There were 30-40 cars last year and the competition was fearless. If your car is not a stock derby car, a open class race will be held for those.

Sign up at the August meeting or RSVP the Jaquets at 815/234-8057 or email to Jakescars@aol.com. A count is needed so we know how



Start here



The road to the 1998 VTR convention started off shakey for some of us. Tim's differential had been whining for awhile and no matter how nice he was to it and how much money he spent on it, the whine remained. Maybe a fur coat or a trip to Florida would have stopped the whining. Well the whining had started to turn into groaning and it was getting obvious that taking the Stag on a long trip in that condition was risky at best. Anyway, I

received a e-mail from Tim asking if there was a remote chance that his fellow Stag buddy, the best Stag buddy in the world consider letting him borrow the differential from my Stag. Well, to make a long story short (too late), we promptly

pulled the diff from my car and put it into Tim's. His car is nice and quiet now. Everyone should have two Stags in the garage.



The Road to VTR 1998
Story by: Joe Pawlak
Pictures by: Mr. Furr



The first day of the trip was perfect. Sun was out, tops down and we are all looking forward to a fun time. We gathered at Tim and Anns house in Rockford. Next stop was for lunch in Galena. Along the way we took a few pictures and even had a few chuckles as well. Here the skills of ISOA drivers are put to the test by simultaneously taking pictures and running video cameras at the same time. A few center lines were crossed during many of these manuevers. The coolest part of the trip was watching a long line of Triumphs make their way up to our final destination. Caravan participants were Sheri Pyle (TR3), Jack & Barb Billimack (TR6), Ken & Arlene (TR4), Tim & Ann (Stag), Tim "Gizmo" Mantel (TR6), Bob Streepy (TR3), Mark Joslyn and Brenda (Sports Six), Sandy Hurst (TR6), Jerry Hurst (TR3), Donna Jaquet (Suburban), Jake Jaquet (TR6) and me with my Spitfire.



The Road to Galena

The route taken to Galena was on some wagon trail or something like that. I didn't know that the wagon trails were paved like this. I guess you learn something new everyday. The roads were quite nice and very hilly especially for us Illinois flatlanders. Once we arrived in Galena, we wound our way through town and finally settled on a public parking lot that needed a few more oil stains. We did have to pay for the privelage of leaving the oil stains. A quick photo opportunity in the picturesque lot and then off to lunch. We split off into a couple of groups to get a quick bite to eat. After that some of the groups hit a few of the shops. One of the groups led by Bob Streepy found a nice shop in which we admired the antique offerings of the Millers of Milwaukee and Augie Busch. Once we were done antiquing, we saddled up and headed north to Eau Claire Wisconsin where we would spend the night.





The road to Eau Claire

We left Galena and headed to the Iowa side of the Great River Road for our northern run to Eau Claire. We ran into some nasty traffic light patterns as we made our way through Dubuque. It seems like we hit every light on our way through town. If it wasn't for the CB's, we would have been hopelessly split up. On this leg of the trip we did run into some minor mechanical glitches. Ken Kendzy's TR4 decided it could run good enough with numerous spokes on his wire wheels broken. Sheri put a stop to the fun of watching Ken's wheel wobble all over the road. The spare tire was retrieved and we now knew what one of Ken's purchases was going to be when he got to Hudson. Our good buddy, Mark Joslyn from the Central Illinois Triumph Club had to get into the repair business with his Sports Six. Actually renamed to Squirelly Six. The mounting brackets holding the steering rack in place had loosened up enough, that Mark

had about a quarter turn of play in the steering wheel before any reaction from the front wheels.

Later in the trip, just 15 minutes from Eau Claire, we saw some nasty weather coming in fast. We pulled into a church parking lot to put the tops up. Just as the last top was raised, we were pummeled with 60 mph winds. We pulled the cars to

the side of the church which helped shield us until the storm blew over (no pun intended). We made the final leg of the trip without incident. Once checked into the hotel, we piled into a shuttle bus and

headed to the river boat casino for dinner and to leave some nickels for the local economy.



The Road to Hudson

We left Eau Claire right at 9:00 am just as planned. Just north of Eau Claire, we ran into a little rain. Fortunately we were able to keep moving and the folks with their tops down didn't get too wet. We did pass a sign for the Rock in the House tour. Maybe we'll go there after the House on the Rock Tour. Lunch was held in a little shop



called Sooty's in the town of Alma Wisconsin. Tim "Gizmo" Mantel didn't have enough money for lunch. Apparently he lost all his money gambling the night before. Kept saying that "Sixie" needed new shoes and threw the dice. I think he was referring to new tires for his car. Sooty made him mow the front lawn to pay for lunch. Nice sandwiches and the first of numerous ice cream cones to be consumed during the week.



We Arrive in Hudson!

First stop after registration,

Funkhana...

The Funkhana was Fun, see the smiling faces.



Autocross

There was a bit of a rough start for the autocross organizers but in the end a lot of fun and excitement was had by all who participated. The photos all capture everyone going around one of the wide sweeping turns in the course. Many were fooled but all the ISOAers managed to stay on course and capture some respectable times. Among the more notable participants was Donna Jaquet who by her own admission doesn't know how to work a clutch well, took the "Fun Yeah" TR6 around the course. Not to worry, the car remained in first gear and stayed there until the finish. Sandy Hurst raced the Hurst's TR6 but not until after she raced around the parking lot looking for TR3 side curtains to run over. There was a black TR3 with a



person driving it that looked a lot like Sheri Pyle. It couldn't have been her since Bill told her not to race the car. It was pretty cool seeing the Buja's Stag pull around the turns. Geez Tim, you could of pushed it hard, maybe Rimmers would give you a quantity discount on differentials and replaced mine as well. I don't know how long it took Shedors Gravel Service to empty the TR6 dump truck, since I don't think they would have allowed that many rocks on the course. More on this later. Mark Joslyn ran the Sports Six, I mean the Squirelly Six around the course as well. It must have been hard to judge at what time you turned the steering wheel to the time the tires actually reacted. Do you start turning a 100 feet before the turn or was it 75 feet?

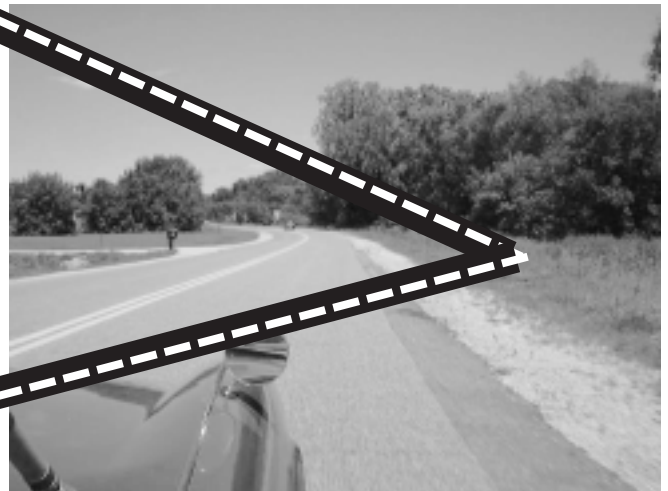


Last but not least I did a few runs with the Spit, wire wheels and all. Lots of thrills pushing Spits around corners hard. It takes some concentration to keep the back end from tucking under too much plus maintain control with the stock suspension in a stock car. It seems that cheating is allowed in stock class autocross. If I would have known that cheating was allowed, I probably would not have been so naive as to think that you would race against similar cars. Silly me, I entered my stock car in the stock class to compete against modified cars entered in stock class. Oh well, I guess autocross is not a very honest activity.



Poker Run

What a great drive on some of the prettiest roads in the area. Great scenery and quite a few nice twists and turns. Halfway through the run there was a lunch stop at a local tavern. \$1.50 beef sandwiches



and liquid refreshment hit the spot on another warm sunny day. We had a great photo opportunity with the cars lined up in a grove of trees. Once our faces were full, we headed out and completed the second half of the run. I ended up with a pair of 4's with a 9 high. Everyone else's hand was equally bad. Who cares, the cars ran great and it was a bunch of fun.





River Tour

Another superb driving tour. Halfway through the drive we ended up in a park overlooking the junction of the St Croix and Mississippi Rivers. Cookies and pop were provided. Pat & Marilyn wouldn't leave until they played on the swings. Pat couldn't quite get the hang of it. Nice group photo on the "break your arm on the monkey bar dome thing". The next stop on the tour was a little ice cream shop. It is amazing how much ice cream ISOA people can consume.





Other Stuff

Well we had a couple of parking lot patrols happen. One night we had the Spitfire's stereo playing some 1960's music that included the likes of Cream and Jimi Hendrix. I'll forgo some of the appropriate 60's drug references at this time. Maybe it was the excessive use of recreational pharmaceuticals during that era that got us addicted to Triumphs. The parking lot also hosted some technical clinics with a informative one on rebuilding TR6 hubs. The panoramic photo shoot witnessed intimate moments of some club members.

Sheri "Big Mama" Pyle won the prestigious T.S. Schumacher Sweat Equity Award presented by the Schumachers. A final photo shows ISOA members and the many awards. Quite a bit of trophies were passed on to our table during the awards ceremony.





rest was taken up by cleaning supplies. I believe that after hearing Bob talk about Casper not having a chance in the competition, he came away with a 2nd place! Way to go! Gizmo, Jake and Pat were seen discussing the finer points of TR watching. Finally there is Adam Shedor in the Shedor Gravel Hauling vehicle. The amount of rocks on the back ledge of the TR6 exceeded the GVWR of the car and required Dave to make mandatory stops at all Interstate weighing

The Show

What a bunch of nice cars! The parking lot was packed with cars, vendors and people having a good old time. Half the lot was set up for the various concours judging and the other half for the participants choice entries. Tim Smith brought his excellent TR250 and did well in the concours judging. Bob Streepy had "Casper", the most expensive TR3 on the planet. Bob only had room for a single change of clothes because the



stations.

The whole week at the convention was great. What made the week special was all of the good Triumph folks from all over the country. What was extra special was the camaraderie of all the ISOA members. I heard many folks saying how great our club is and wish they could be a part of it. I'm glad to be a part of this super bunch of friends. The convention is a definite must do event if your schedule permits. I know I'll be ready for the next one. I don't know about the cars, but I'll be ready.



The road never ends ...

Major Milestones Encountered

By: Joe "Stagmeister" Pawlak

During the trip to Hudson, I knew that my '65 Spitfire was going to turn 100,000 miles. I was fortunate enough to capture this momentous occasion with Mr. Fuji on the trip back. Not only do you see the odometer transitioning from 99999 miles to 00000, take notice that she's doing it with 4000 RPM on the tach as well! What makes this a interesting story is what this little car had accomplished within the week of the convention. First of all I had her entered in all the driving events and participated in all except the TSD Rally. At the time, because of all the delays during the autocross, I wasn't going to make any runs but Tim convinced me to go for it. So I made a couple of runs in the autocross and as it turned out, had the best times in the club. Those times also earned a 3rd place trophy in its class. Several hundred miles were also piled on during the River Tour, Poker Rally and visits to relatives in Minnesota. Friday was the day of the show and I had the car entered in the concours competition. I washed and vacuumed Thursday evening so she was all clean and ready for the panorama picture and then the car show. She ultimately captured 1st in Class in concours! Here is a car that drove the trip to and



from Hudson, competed and placed in Autocross, drove in all the tours and turned 100,000 miles on the way back home. Not too many concours winners can claim that type of activity! The little red car definitely deserved a little recognition, what a great little machine.

Another great little machine of mine also hit a major milestone just two days after getting back from Hudson. On the way back from a business trip in Milwaukee, my 1987 Honda Civic turned 200,000 miles. Mr. Fuji captured the odometer turning over at that moment as well. Its official, every vehicle I own has over a 100,000 miles on it. I'm convinced that routine maintenance and the exclusive use of Castrol GTX helps keep them going. Hear that Castrol? How about sending a few cases my way.





Here is a nice photo taken by Pat McMullen of the Triumph Club of the Carolinas at the BRIC, Road America. The red car #197 is being driven by Joe Alexander, the blue car #59 is being driven by Jack Drews. The photo as taken during the cool down lap at corner 10, aka "The Carousel".

Both of these cars and more will be racing at the VSCDA vintage races featuring Triumph at IRP on October 2-4. If anyone wants to go, I already have a room reserved.

Irv "Elwood" Korey

Stalker Rides Again!!

Narration by Jeff Rust

Odometer reading: T minus 5

Before I get to test drive the new engine..... the alternator (which has about two hundred miles on a rebuild) goes south. The Good thing is that I found a GREAT Lucas rebuild shop. Dropped it off Thursday night at 4:50pm and by 9:30am Friday it's done!

Speaking of Friday, Special Interest Parts of Rhode Island shipped me a carton of glass pieces today. My guess is, based on the Visa receipt/packing list enclosed, that it started off as pair of TR6 windshields and a VERY BAD packing job.

The new engine is finally running. Note: Pay particular attention to cylinder one spark plug wire placement during reassembly. It could save you a week!

I am patiently awaiting the piston rings to "Seat". Oil consumption/blowby has calmed down after a record high of one quart in thirty miles.

This OVERDRIVE IS WONDERFUL. Why the hell did I wait fifteen years to put it in? Even though I rebuilt the transmission, the bans in the OD unit slip some but it WILL make it to New Jersey and

back! Boy it's is nice. I can't get over the "Noise Reduction"! I can travel at ten miles per hour faster with

the same noise/vibration level or drive at the same speed with less noise/vibration. And it's so nice when you need to down shift on the highway you just click it down. No clutch. No shifting. Just click it down or up.

I am still having trouble with the idle disappearing but the webbers really need rebuilding (this winter). I don't need idle.....

I tried the Lucas driving lights about 10:30 last night on the way back from the Mendota Corn Boil / Maiden Voyage and promptly blew out my tail and marker light fuse. After replacing that (or while) I lost the electric fuel pump. A half a gallon of farmer fuel later (did I mention what time it was?) and the "6" springs back to life just in time for Tim Bujas TR8 to chug down yet ANOTHER starter motor. All directionals proceed to leave for parts unknown and I still haven't fixed that one. The Lucas gods were watching and boy, they must have been pissed!

The Clutch pedal has also given up the ghost but the new assembly waits on the shelf. Other than these few setbacks it looks as though the trip is a go.

Odometer Reading: 406.5



The Children's Museum Vintage Grand Prix



ShowCar ShowDown

October 2, 3, & 4, 1998
Indianapolis Raceway Park

Featuring Dash Plaques, Trophies, Track Tour, plus all the excitement of over 250 racing classics.

What:

The third annual Vintage Grand Prix promises to be bigger and better, with something for every member of the family. Adults will enjoy the wheel to wheel competition--on the track for more than 250 vintage race cars and off the track for your show car. Kids will delight in the interactive programs created by the world's largest children's museum.

New for '98!! This year brings special prices for car clubs and special awards for show cars, as chosen by the car enthusiasts of the future--the children attending the Vintage Grand Prix. Saturday will feature judging by the kids, with trophies in all classes. On Sunday, our young experts will choose best of show from among Saturday's top vote getters.

Where:

Indianapolis Raceway Park is located 4 miles west of the west leg of I-465, on U.S. Highway 136. IRP hosts the NHRA U.S. Nationals every September on its world-famous drag strip. The Vintage Grand Prix is the largest event on IRP's 2.5 mile road course.

When:

Saturday, October 3--Race car practice & qualifying 9am to 5pm

9 am to 11 am	Registration
10 am to 2 pm	Kid's Choice Judging
3 pm	Awards ceremony
Approx. 5:45 pm	Tour IRP's 2.5 mile road course in your show car

Sunday, October 4--Races for nine race groups, plus USARC

Seniors, 10:00 am to 5:00 pm

8 am to 11 am	Registration
8:30 am	Tour the 2.5 mile IRP road course in your show car
10 am to 2 pm	Kid's Choice Best of Show Judging
3:00 pm	Announce Best of Show

Cost:

- ▶ Two day pass: Saturday AND Sunday for **just \$10.00 per person** (regularly \$20.00)
- ▶ Single day: Saturday or Sunday only for **just \$8.00 per person** (regularly \$12.00)
- ▶ Children 12 years or younger FREE

Includes admission to the Vintage Grand Prix, dash plaque for pre-registrants with show car, trophies by class for Saturday Kid's Choice judging, Sunday Kid's Choice Best of Show Judging and awards, **special display-area parking close to all the fun**, Saturday twilight track tour or Sunday morning track tour.

Accommodations:

Call Indianapolis Raceway Park at (317) 291-4090 for a list of nearby hotels.

Send registration form NOW--you must be pre-registered to take advantage of new low pricing for show car owners only (discounts not available at the gate):

Name _____

Address _____

City, State, Zip _____

Phone Number _____

Marque Entered _____ Model _____ Year _____

Marque Entered _____ Model _____ Year _____

Club Affiliation, if applicable _____

Two-Day Pass-- _____ @ \$10.00 = _____

Saturday Only-- _____ @ \$8.00 = _____

Sunday Only-- _____ @ \$8.00 = _____

TOTAL _____

Mail entry to: David Wood
c/o The Children's Museum
P. O. Box 3000
Indianapolis, IN 46206-3000

Make checks payable to:
The Children's Museum of
Indianapolis

*For general information, call (317)921-4139, press 1050. To arrange for club tent set-up, call David Wood, (317)924-5431 x3520.
All proceeds benefit The Children's Museum of Indianapolis.*

Tech Weenie Page

TOPIC: TR6 Intake Manifold Gasket

By: Jeff "Stalker" Rust

The TRiumph TR6 has two correct manifold gaskets available for all nine years of production. On the correct head/manifold matchup each works very well. On the wrong head/manifold matchup however..... it sucks!! Now I mention this because even the most talented TRiumph "mechanic" has been known to overlook this most obvious error in a rush to prepare for say..... a national convention for instance.

If you happen to have maybe a 1969 TR6 and attempt to mount a later style manifold gasket on the head, you would obviously see that the gasket overlaps and closes off each of the ports, intake and exhaust. It really makes a BIG difference and is really a pain to fix and I would think almost impossible to

detect disassembly. So no matter where you order parts, no matter who says it's right gasket always be aware of this and sure to check before bolting up the manifolds. remember, your the be

Note: All names have been withheld to protect the guilty.

* - Six Tips are a collection of little known and, at times, obvious tricks of the trade with most tips specifically suited to the TRiumph TR6 Sportscar. Some may be "correct", useful information and some could possibly be dangerous. So as with any new found "technique" one should be leary of trying any of these on your own car.

Topic: TR4 Straight Axle Hub Removal

By: Mike Blonder, SMMDBR@aol.com

There may come a time when it is necessary to separate a hub from a rear axle on your TR3 or TR4. Perhaps to change the studs from shorter to longer since all the manuals say it's a no-no to run solid wheels on the short studs made for the wire wheel adapter piece. Perhaps a broken stud needs replacing. Finding myself with the wrong short studs and one broken on each side, my time had come.

Luckily our Elwood Manteno knows Mr. Joe Alexander in Cedar

Falls, Iowa, a very knowledgeable TR guy, who provided the "heat and quench" method which follows. He said first remove the axle, then back off the large castellated nut past the threaded end of the axle. Next, heat the spiral threaded part of the axle end to cherry red. Next, quench in a bucket of water. Then drop onto a "forgiving" surface, and presto, Houston we have separation! Joe said he does NOT use a hydraulic press to accomplish this; its far to easy to get carried away, bend the wheel disk, and end up with trash instead of a hub.

I called Peter M., err... Billy Pyle, to see if he was interested in undertaking this with me, especially since the extent of my pyrotechnics amounts to a broken propane torch. Bill said: "What day, what time?"

Before going to the Itasca Garage, I pulled the axles - a simple process:

Remove the wheel.

Bend back locking plates to get at the attachment bolts.

Remove bolts.

Withdraw hub/axle assembly.

Friday night. We put axle one into Bill's press with the ram on the big nut, at about two-thirds pressure, just for a little additional persuasion. Bill hands me the torch with a small tip and I heat away. Specks of red appear. Quench. Reheat in the press for more red specks. Drop on railroad tie. Nothing. Bill says: "More flame" and puts on a bigger tip. I heat away again until more and more red specks. Quech, reheat, drop, nothing. Bill's not too comfortable with the "drop" part.

Bill changes to the BF diameter hoses and the cutting tip. Serious more flame. Well, there's red specks and then there's cherry red. We got that puppy glowing, keeping the flame as far away from the bearing as possible. Quench. Reheat. Bill bangs on the ram with a claw hammer as we reheat in the press.

Requench. Reheat and bang on the ram. "More hammer", says Bill and gives a whack with the two pound sledge and presto - separation. This took about twenty minutes.

With the benefit of our experience, axle two took about five minutes. Biggest torch tip, cherry red, quench, bang the ram with the big hammer. Done. No damage to any bearings, (which need repacking, as the torch does turn the grease to liquid), no broken parts, and something new learned! Reassembly reversal of removal. Reattach bolts, bend over locking tabs, torque big nut to 110-120 lb. (Do this in two or three steps.) No need to be intimidated by this job!

Mendota Sweet Corn Festival

Sunday, August 9, 1998

By: Tim Buja

up our chairs in what turned out to be a prime parade viewing spot. As in our last trip

This all-day eating binge started out with breakfast at the Iron Skillet restaurant at the Petro Truck Stop in Rochelle. Ed Mitchell, Jeff Rust & Karen Reilly, Steve Yezo & Sue, and Sheri & Bill Pyle began with a breakfast buffet. They were later joined by Tim and Megan Buja, who chose to save room for sweet corn. Since we were scheduled to meet Jerry and Sandy Hurst next to the steam engine in Mendota at noon, we left Rochelle at 11:30 and headed south. Jeff and Karen were in Jeff's TR6 for its second outing on a newly rebuilt engine, Ed was in his newly rebuilt



TR6, Tim and Megan in the TR8, with Sheri and Billy in their TR3. Steve and Sue ran escort in a VW.

We got off I-39 at two minutes before noon, and promptly ran into a traffic jam of fellow sweet corn revelers as we entered Mendota. We even managed to get our cars parked only two blocks north of the festival site in time to meet the Hursts at noon ISOA time (12:30 to everyone else).

We found a shady driveway and set

to Mendota in 1996, the weather was sunny and hot (87F). The



parade soon started, and we were entertained by lots of floats, antique farm tractors, miniature diesel-powered tractor trailer dump trucks, along with hordes of Shriners terrorizing the streets with their antique fire trucks and fleets of horses, motorcycles, miniature Model Ts, miniature jet planes and the like. The local fire departments proudly showed off their equipment, including two notable tankers from Sublette. The small tanker came first, and was named "The Pond". This got a few chuckles from us, and we broke



out laughing when the large tanker went by - "The Lake". Mendota is obviously your typical small town, and it seemed that every parade entrant, politicians and candidates included, knew Donna, our friendly hostess and owner of the driveway where we had parked ourselves. The piece de resistance at the end of the parade was the South Shore Drill Team, which thrilled the crowd with excellent rifle and flag



squads. You might expect this team to have a top quality sound, and they certainly did. It took three people to maneuver their high "blaster" on wheels (six feet high, three feet wide, complete with its own generator) through the streets of Mendota, and the beat coming from the ten large drivers could be clearly heard blocks away.

After the parade ended, we made our way to downtown Mendota to get in line for the sweet corn. A wood-fired steam tractor was used to cook the corn, which was loaded into a huge watering trough by the

Corn Fest Continued.....

pallet load with a fork lift, and then unloaded by the shovelful. The line moved fairly quickly, and before long, each of us received a plate filled with two or three ears of hot buttered sweet corn. We ate our



fill and moved on to the carnival, where Megan got her wish to try the Berry-Go-Round, Tilt-A-Whirl and carousel while just about everyone else checked out the bargains at the flea market.

Sheri, Billy, Steve and Sue decided to head for home, while the rest of us drove to Rip's Tavern in nearby



Ladd for chicken. Ann Buja and Jake & Donna Jaquet drove down in their TR6s and met us minutes after we arrived in Ladd. We found that Sandy and Jerry had gotten a early place in line, and we joined them inside Rip's for a few drinks in the long line before sitting down for dinner. I think the total bill amounted to \$44 for twelve orders of chicken and two pitchers of pop for the ten of us. Of course, we had to top off the evening with a stop at Torrie's Ice Cream parlor for sundaes.

We waddled back to our cars and headed for home. Sandy and Jerry took I-80 back home, while the rest of us headed north to enjoy the country roads at twilight in our

Triumphs. Ann, Megan, and the Jaquets headed toward Oregon to finish some embroidery, while Jeff, Karen and I continued north toward the Byron power plant. There must have been something in the air there, since we began to have electrical problems. First, Jeff's taillights failed. We pulled in under a streetlight on the entrance road to the power plant to examine Jeff's fuses and wiring. After a bit of fuse manipulation, Jeff's taillights came back on. We got back on the road, and within minutes, his engine quit as the fuel gauge suddenly dropped from 1/2 to "E". I pulled over, and Jeff and Karen coasted by. We managed to



make our way to a farm where a couple of "good old boys" were welding reinforcements into a future demolition derby car. Thinking he was out of gas, Jeff managed to obtain a couple of gallons of gas to get back into town. He hopped back in the TR6 to find that it would not start. This time the problem was tracked down to the fuel pump wiring. I got back into the TR8 to move it behind the TR6 for additional lighting, and found that my starter had failed (again). We had to push the TR8 to get it running, and after a bit of work under the hood, the TR6 started. We immediately headed to the nearest gas station to fill Jeff's tank, which turned out to be half-full after all. Gremlins? Or just a coincidence? You decide...



ISOA Picnic 1998

By: Jeff "Stalker" Rust

The maiden voyage for the good ship sixty-nine (after being down almost two years) is the ISOA summer picnic. Judge Dread has once again made all the arrangements. The park is ours.

Karen and I leave early on Saturday anticipating a quick stopover in Woodstock to visit Tom "The god" Andresen Company. After proving to Tom and the others that I really do have a TRiumph (he's been hearing stories and collecting money for two years) we head off for Lunch in Chicago (I know, it's not Chicago to people of the burbs but to me, anything more than an hours drive east is Chicago). But before we get too far I have to start lunch. "MOTOR BRATS ala SIXTY-NINE".

I breakout the aluminum foil wonder packages from the cooler and lay them gently on the Cannon intake manifold. They're nestled nicely between the highly polished valve cover and the triple Webers. Perfect temperature. The oven ...ah... engine compartment has



been sufficiently pre-heated during the short drive from Rockford. I wisely choose not to let Tom see me "cooking" on the engine he worked so hard to rebuild.

ISOA'ers are parked and waiting as Karen and I arrive. Before I can gather lunch for the trek to the pavilion, there is the fury of camera clicking and comments. You would think these people never saw "Motor Brats" before.

One lonely MG from the Chicago club (two if you count Judge Dreads TD) is parked amongst an assortment of nice TRiumphs. The "Kendzy Graphics Special TR4". The "As always Korey 6". From Geneva the "Hetzels 6-wheeled TR3". Bob's TR8 gassed and ready to go. The Shedor fueller-6 and is that three people in a Spitfire? Wow!



And she's taken names and quessing ages.

As it turns out "Rachael", a new member with her husband Dave and daughter Judy and dog aster, is a



photographer for a famous Chicago magazine. She spends much of the day taking advantage of this unique photo-op and promises a full color center fold and write-

ISOA Picnic 1998 continued



up mentioning the name and for some reason “age” of everyone in attendance. As paranoia sets in, Karen is convinced that Rachael really works for a porn magazine (thus the “age” thing) and plans on using a computer to digitally undress each one of us before posting our photos on the Internet. Perhaps we’ve had a bit too much mountain dew at this point.



Two gas grills provide space enough for lunch before the “Men” breakup for world class Boce Ball. The skins against the beards.

Throughout the day, a WIDE variety of music is provided by the Judge Dread dance machine boom box.

Eric and Gina and dog, prospective TRiumph couple/ members, have heard of this event via the Internet and

have come down to checkout how we work. Another Internet cruiser and past ISOA’er brings by his ’63 TR4.

After awhile, Irv’s son Brian and his friend Steve show up in “Project Begun”. A truly “Cool” GT6. NO DOORS! Nun! Gone! Left them at home. This gives you the opportunity to witness the “Structural Form” insulation filling the rocker panels. It was really a sight on the Tour through the Ravines, which was outstanding as usual. Especially cruising past some of Illinois’ finest.

The highlight of the Picnic is when Pat ...ah... Judge Dread’s friend comes by in his 1960 Bentley just 36 hours from the paint booth.



Later in the afternoon, Judge Dread and Elwood are over heard explaining to Steve “Sniffer” Yezo how truly fortunate he is to have such a good nickname. The Judge explains, “Hey, it’s better than say “Poopy Pants” for instance. Now, Poopy Pants would be a bad nickname wouldn’t it?” Afterwards, Sniffer feels better and joins in for a group hug.



INDIANA BRITISH CAR UNION PRESENTS:

INDY BRITISH MOTOR DAYS

Featuring Jaguar!

SEPTEMBER 25 - 27, 1998

AT

WHITE RIVER STATE PARK

Conveniently located in Downtown Indy.



WHAT:

The best multi-day, multi-marque British car show and swap meet in the Midwest just keeps getting better! And you thought that a people's choice concours d'elegance with awards of merit, dash plaques for the first 300 cars, door prizes, the best food possible with the "Diamond in the Rough" category for those who feel that "show" is a four letter word was enough?

Back by popular demand, the night before the night before Friday evening get together at the Brickyard Crossing Inn with expected Hoosier hospitality. Saturday morning commences with tech sessions followed by a fun rally/tour topped off by an awards banquet with the roar of dirt track racers at the 16th Street Speedway. Then the traditional night before back at the Brickyard Inn. Munchies and liquid refreshment available. For Sunday's show this year's featured marque is Jaguar! Exclusive Jaguar classes - Others remain random, except Rileys, of course.

Sponsored by the Indiana British Car Union. All British cars/motorcycles/clubs/memorabilia/whatever welcome.

WHERE:

Another new, exciting location! White River State Park's Military Park in downtown Indy. Walking distance to the Circle Centre Mall, Eiteljorg Museum & Indianapolis Zoo.

WHEN:

Friday, September 25: Night before the night before and registration 7:30 - 9:00pm at the Brickyard Crossing Inn.

Saturday, September 26: Tech sessions at the Brickyard Crossing Inn at 9:00am. Rally/tour 11:00 - 4:00. Banquet with awards presentation 5:00 - 7:00 at the 16th Street Speedway, with optional night enjoying genuine open wheel dirt track racing. Night before get together 7:30pm to ??? at an exclusive Speedway 2nd turn suite.

Sunday, September 27: North of the IMAX 8:00am vendor registration, car registration 9:00 - noon, people's choice judging 10:00 - 1:00. Awards presentation 2:00.

COST:

Entire weekend: \$30 registrant, \$15 each co-registrant (includes parties, tech session, rally, banquet & Sunday show), pre-registration necessary!

Sunday only: \$10 Pre-registration per car by September 15 (\$15 at the gate). \$20 Sell or swap space, 10' x 20', by September 15 (\$30 at the gate). Parking for non-registrants and spectators free. Food and beverage available on site.

ACCOMMODATIONS:

We have arranged special rates (\$65.00 plus tax) at the Brickyard Crossing Inn, 4400 W. 16th St., Indianapolis. Easy access from I-465. (317) 241-2500 for reservations before August 26 and mention the **British Car Meet!!**

REGISTRATION - PLEASE MAIL BY SEPT. 15

Name _____

Address _____

City/State/Zip _____

Phone, Best time to call? () _____

Marque Entered _____ Model _____ Year _____

Club affiliation (not necessary for entry) _____

☐ Saturday tech session/rally/banquet

☐ Sunday show

☐ Sunday swap meet participant

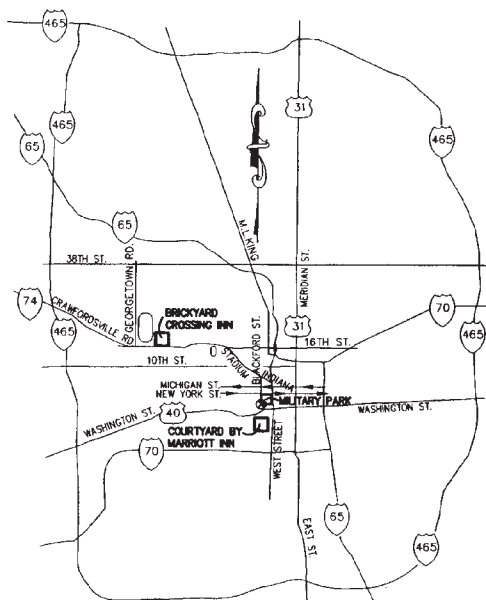
Check all that apply

Sunday only: \$10 Pre-registration per car by September 15 (\$15 at the gate). \$20 Sell or swap space, 10' x 20', by September 15 (\$30 at the gate).

Entire Weekend: \$30 registrant, \$15 each co-registrant(s). Add \$10 for Sunday swap space

Checks payable to: Tom Beaver, Registrar, 1580 E. 101st St., Indianapolis, IN 46280 - or call Steve Jones (317) 875-5497

If you would like return confirmation, please include a stamped, self-addressed envelope.



SEMINARS FOR MALES

(Prepared and presented by females)

*Kathy said I had to pick at least
5 of the following seminars.
Joe*

1. Combating Stupidity
2. You, Too, Can Do Housework
3. PMS: Learn when to keep Your Mouth Shut
4. How to Fill an Ice Tray
5. We Do Not Want Sleazy Underthings for Christmas: Give us Money
6. Understanding the Female Response to Your Coming in Drunk at 4:00am
7. Wonderful Laundry Techniques (formerly titled "Don't Wash my Silks")
8. Parenting: No, It Doesn't End With Conception
9. Get a Life: Learn to Cook
10. How Not to Act Like a Jackass When You're Obviously Wrong
11. Spelling: Even You Can Get it Right
12. Understanding Your Financial Incompetence
13. You: The Weaker Sex
14. Reasons to Give Flowers
15. How to Stay Awake in Public
16. Why it is Unacceptable to Relieve Yourself Anywhere but the Bathroom
17. Garbage: Getting it to the Curb
18. You Can Fall Asleep Without IT if You Really Try
19. The Morning Dilemma if IT's awake: Take a Shower
20. I'll Wear it if I Damn Well Please
21. How to Put the Toilet Lid Down
22. "The Weekend" and "Sports" are Not Synonyms
23. Give Me a Break: Why We know Your Excuses are Bull
24. How to Go Shopping with Your Mate and Not Get Lost
25. The Remote Control: Overcoming Your Dependency
26. Romanticism: Ideas Other Than Sex
27. Helpful Postural Hints for Couch Potatoes
28. Mothers-in-Law: They are People Too
29. Male Bonding: Leaving Your Friends at Home
30. You, Too, Can Be a Designated Driver
31. Seeing the True You (formerly titled "No, You Don't Look Like Mel Gibson when naked")
32. Changing Your Underwear: It Really Works
33. The Attainable Goal: Omitting "tits" From Your Vocabulary

Day 1: Prelude

It was sunny and very warm in Chicago on Thursday afternoon, when Jean and I drove out to O'Hare for our overnight flight to London. We were going to the 75th anniversary celebration of the Triumph motor car. We had been planning this long weekend for several months and were anticipating a grand time among all these classic and antique cars. Though I was, no doubt, the car buff, Jean was nevertheless equally enthusiastic about going to England. We had visited various places in the U.K. before, and both of us had much enjoyed both the country and the countryside.

Though we had been cautioned to bring along our rain gear, we landed at Heathrow in bright sunlight the next morning. (Our eight-hour flight had passed quickly and the entire trip, as they say, was uneventful, completely so: uneventful food, uneventful service, and uneventful comfort.) After passing through the bureaucratic eye of British immigration and being perfunctorily welcomed by H.M. Customs, we paused long enough to acquire some cash at the terminal ATM and then headed for the Underground station and our pre-arranged luncheon meeting with friends, Jonathan and Helene. Though we had remained in touch with one another, we'd not seen them for a number of years. We'd met the London couple and their children some year's back when we had booked, independently of one another, of course, a Colorado River white water rafting trip.

The journey from the airport to London City Center was much longer than I had anticipated, but being people watchers (a spectator sport carefully honed by nearly 18

Triumph -- A Living Memorial

By Melvin S. Merzon



years of my daily trips aboard Chicago's famous "el" to and from my downtown office) the ride was a rather pleasant one. Indeed, we had consciously chosen this way for getting into the City in preference to bus, taxi, or limousine. We had thought about hiring a car at the airport and driving into the City but decided against it. Not that I'm averse to driving on the left side. To the contrary, having lived two years in England many years ago I was familiar - and comfortable - with operating a car on English roads. Indeed, given the arrow-straight character of American roads and byways, I rather fancied the far less rigidly laid out automotive pathways (forgetting, of course, the Motorways) of the English town and countryside. Admittedly, as with New York and Chicago, London in-city driving is miserable at worst, tedious at best. So for us, the train was most pleasant. About an hour later, we arrived at our destination and climbed the stairs to Charing Cross, a bustling intersection, and baggage in hand.

Exiting the station, we quickly learned that the Underground is not equipped to handle folks carrying luggage. Given our brief stay, we had brought along but a couple of bags, both of which had wheels ala the current mode of travel. We're no longer into carrying pieces of hand luggage if we can avoid it; a suitcase on wheels is much more practical.

Unfortunately, even bags on wheels won't roll up staircases, will they?

While I was able to "hoist" my bag up the steps, Jean was not as adept. Happily, a stranger came by, saw her predicament, and quite easily—he was many years our junior, far more beefier in stature—easily lifted and carried her bag aloft. (Who

says Londoners are unfriendly!) In retrospect, I wonder how the handicapped coped with the user-unfriendly exit.

Before going to meet our friends for lunch, it was our plan to drop the luggage at the rent-a-car office which, we had been told, was near the station, but where exactly, however, we hadn't the foggiest notion. With the guidance of a very friendly Underground attendant on the street (what a splendid idea for tourists; we ought to have someone like this in Chicago) we found our way to Kennings, several blocks from the station, (a rule of traveling abroad: deal with an indigenous car renter, they serve you better than the international organizations). We dropped our luggage, flagged down a cab and went to our luncheon rendezvous at a splendid Indian restaurant in Tottenham Court Road.

After a leisurely lunch, the sun still brightly shining, we returned with Jonathan to Kennings and picked up the car. Jonathan took the wheel and quickly drove us to the A25, aimed us in the right direction, and bade us farewell.

Two hours later, having made our way through "rush hour" traffic (it's much the same everywhere), after turns, a few misturns, and some returns, we found ourselves at the front door of John and Sylvia Hardy's place in Sevenoaks, Kent. (John's directions were good. The streets simply didn't always follow

them.) Even though there were no address numbers outside (their home had no numbered address, only a name.) we knew we were in the right place: John's beautiful green Roadster stood proudly in the forecourt, shards of afternoon sunlight reflecting off its polished surface.

The Hardys must have heard us drive up, for in a moment they emerged to warmly welcome us to their lovely home to share their hospitality (What great friendships do Roadsters almost instantly forge!) We were shown our room and after setting things down, we adjourned to the garden for tea (commercial: there's something about English tea that is totally satisfying, an elixir, if you will, even if it's served in bags — back when I first lived in England, only Americans, with their rustic colonial habits served tea in a bag. My how times do change.)

Both being flower people, Jean delighted in the tour Sylvia gave her of the beautiful terraced garden, expanses of flowerbeds most decoratively—and decorously—spaced throughout. Being the lesser horticulturally talented, I mainly followed along, enjoying the warmth and the verdancy, nodding approvingly (to me cars are beautiful, for Jean it's flowers!)

At the side of this extensive garden stood an unused tennis court, netless, blades of grass flowing up in the cracks of the no-longer-used surface. Sylvia indicated it was a splendid place for grandchildren's tricycles. What a great place, I mused aloud, to build a garage and workshop for at least 5 or 6 more Roadsters. (Suffice to say that no one picked up on my grand scheme, so I hastily dropped the notion.)

We were introduced to the Hardy's daughter and son-in-law who had

since arrived and shortly thereafter we sat down to Friday evening dinner. While the meal was delicious, it was not to be leisurely enjoyed: John and I had to dash off to the evening pub gathering of the Roadster Club members.

As any Briton knows, the pub is a peculiarly—and wonderfully—English institution, which, outside the British sphere of influence, exists nowhere else in the world. Quaint, perhaps a bit anachronistic in this contemporary world, yet still remaining as a convivial social oasis which never ceases to charm us foreigners. This evening was no exception. And how much more pleasure could one have than to be surrounded by Roadster folks (in the ISOA, our several-hundred strong Triumph club, based in northeastern Illinois, I am the sole Roadster owner), and to hear them live and breath what can best be described as the legend and lore of Roadster restoration. To my dismay, there were but a handful of people at the pub that night (their "meetings" were more fully social events than ISOA's, whose monthly conclaves are much more formal). But the camaraderie was most abundant and I felt most welcome in their midst.

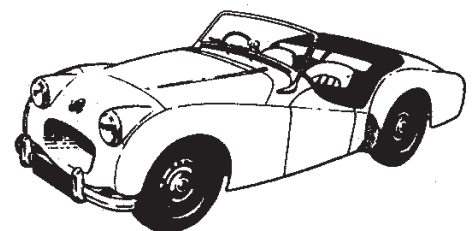
Not much of a beer drinker myself but always welcoming a Guinness (the occasional imbibing of which, especially this evening, brought to memory the evening many years ago that Jean and I spent in a Dublin pub, completely taken in by the mixed voices and the traditional Celtic instruments). I had but one small glass (sorry, guys, an English pint is too much for me).

It was about 10 o'clock, after a pleasant several hours of Roadster talk mainly, when John and I left the pub and drove back in the cool

evening air, top down, to Sevenoaks. By this time, the accumulation of hours on the go had caught up with me. Since our Chicago departure, now well over 24 hours ago, we had gone non-stop all day long and the moment of reckoning was now upon me: despite my efforts to stay awake and be a proper guest, I must have dozed off for most of the trip back home (for which I belatedly apologize to John).

Refreshed by the comforting Roadster return ride, once home, I stayed awake long enough for a cup of tea (I don't recall if tea immediately before bed is an exclusively English convention or not, but it's certainly an activity in which I've happily engaged for a number of years. Let those who so desire quaff their hot cocoa—do they still drink Bournvita? — Before retiring. I vaguely remember John's having a nip of stronger stuff, resisting such earlier in the evening, being the "designated driver." What's more pleasing, say I, than a hot cuppa - summer or winter, accompanied by small sweet somethings.)

And then to bed. Jean had gone to bed earlier but was still awake when I climbed the stairs. She was reading the novel she'd brought with her. I remember trying to read as well, but I was fully overcome by sleep in seconds it seems.



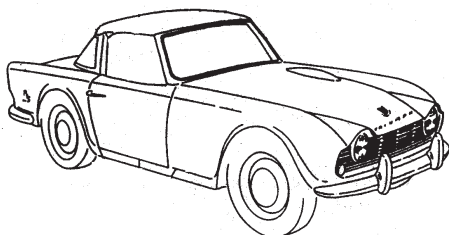


Marketplace



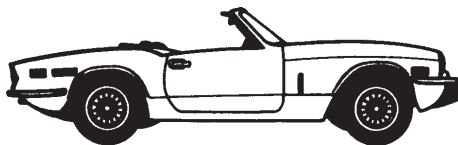
The place to buy, sell and trade almost anything Triumph related!

All the parts are for a Triumph Stag.
Left head - good condition - \$300,
Right head - used condition - \$200,
Carbs - good condition - \$150,
Transmission - good cond. - \$225,
Block - used condition - \$175, John
Didion 2121 4th Ave Sacramento, CA
95818 Phone: 916.451.0550 (NOV)



For Sale 1968 TR250. Never rusted,
originally from Texas. Rare options
include, Fixed rear glass with hardtop
insert as well as soft "Surrey" top
setup. Dealer installed American
Racing (like minilites) aluminum
wheels. Valencia Blue, black interior.
Virtually all original, Only change is
addition of front and rear sway bars.
Owned 9 years, pervious owner was
also long term. Much documentation
and also have extensive spares
available at extra cost. Asking \$9000.
Aaron Lopas 847/982-1170 home, 312/
836-2941 work. (AUG)

1980 TR7 Spider For Sale. Has all
options fitted. Good running condition,
84,100 miles. New front brake rotors &
pads fitted last year. Seats have been
covered since new, so original seats
look like new! All tires in very good
condition as well as the body. This is a
5 speed special edition TR7 with less
than a 1000 made in this configuration.
Price is \$4000. Contact Alan Evens at
H 847/551-3556 or W 708/339-8555
(OCT)



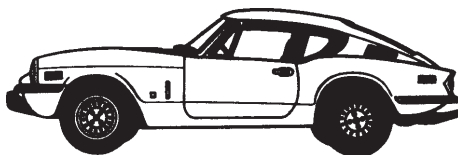
1972 Spitfire Factory Hardtop. Asking
\$300 or trade for other MKIV parts.
Jerry Ostdick 815/568-1168 (Nov)

For Sale 1969 Spitfire with a GT6
engine. Snout nose bonnet style. Bill or
Cindy 630/766-9396 (OCT)

1965 Mkl Spitfire rolling chassis, less
drivetrain, incomplete - very good
condition bonnet. Does have many
parts including suspension. Good parts
car. \$250 Chris Ludjin 630/833-6255
(Aug)

1964 Spitfire, 80% restored. Also have
twp pickup truck loads of parts, doors,
carbs, roll bars, block etc. etc. All
for \$2500. Ken Shadwell Home 217
422 1486, Wk 217 428 0011. (Dec)

1974 Spitfire for restoration or part out.
\$500. Ken Shadwell Home 217 422
1486, Wk 217 428 0011. (Dec)



1969 GT6+. Rebuilt engine, new
carpet, some body work etc. Need to
sell because I have to move out, and
no place to keep it. \$4000 or offer.
John at 773 862 0580. (Dec)

Wanted front center and rear bumpers
for a 1972 TR6. Call Joe at home 847/
683-4184, work 847/635-2281 or e-mail
at japawlak@xn.xerox.com

TONS of Used TR Parts! Paul
Oglesby in Madisonville, Kentucky.
Paul's phone numbers are: (502) 821-
7050 (work), (502) 825-2994 (home),
or at his shop on weekends at (502)
821-6351.

Wanted for 72 TR6. Floorboards, sills,
fenders and rear deck. Nikki 847/361-
3374 or nikkimw1@aol.com (NOV)

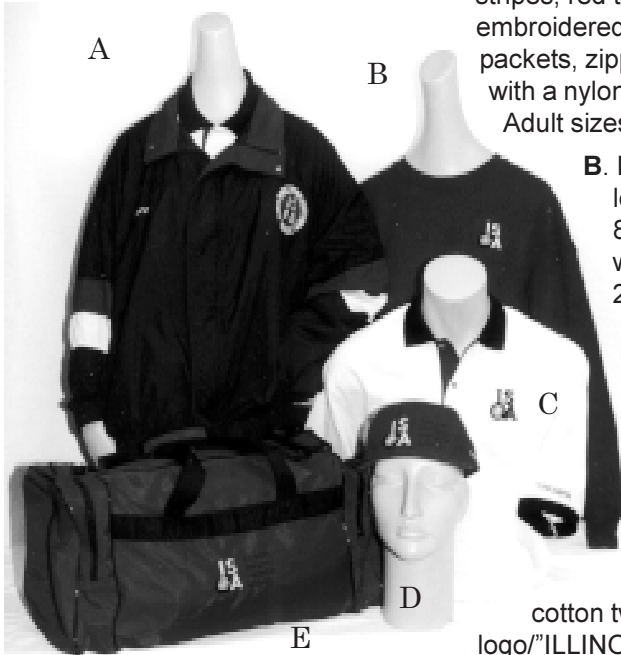
1971 TR6 Complete mechanical &
drivetrain renewal. Body restoration
done by the Last Detail in Red Imron.
Differential replaced, new frame
members at trailing arm mounts Diff
and suspension mounts reinforced,
dash refinished, Ansa exhaust,
Michelin redlines. 3rd owner, owned
for 12 yrs, indoor storage no rain or
snow all invoices. Car needs nothing.
\$13,500 Bruce Haynor 847/615 9541
(SEP)

1974 TRIUMPH TR6 Factory air, Red,
White AC stripe, black interior,
meticulously restored, everything new,
professionally built engine (40 over), 10
1/2-1 compression, S3 cam,
webers, overdrive, headers-ansa, roll
bar, hard top, tonneau, cosmic mags,
fast, fun, good-looking! \$12,500.00
O.B.O. Call George 847-870-7575, fax
847-255-4885 (SEP)

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.

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.



NEW ISOA Window Decals! \$1 will get you a nice color "static" cling ISOA window decal for your car windshield. These have no adhesive so as not to leave the annoying village sticker mess on the windshield. There is also a limited quantity of ISOA embroidered patches for \$5.

Welcome New Members

Michael, Victor & Rachel Silvers
3359 N. Southport Avenue, Apt 3
Chicago, IL 60657
H:(773) 472-5250
W-Him:(312) 214-2327
EMAIL: vmichael@enteract.com
Birthdays (MMDD): Victor 04/30 &
Rachel /
77 Spitfire

Kurt Schneider
3524 N Wilshire Dr
Palatine, IL 60067
Hm: 847/358-5917
Wk: 847/294-1982
Fax: 847/294-1797
Bday: 3/24
1962 TR4

Evans, Robbie
841 W. Lill Avenue
Chicago, IL 60614
H:(773) 871-6386
W-Her:(773) 525-2965
EMAIL: rlenick@suba.com
Birthdays (MMDD): Robbie 09/25
71 TR6
EMail: vmichael@enteract.com
Bday Him: 4/30
1977 Spitfire



Snic Braaapp

A Stagmaster News Group
c/o Joe Pawlak
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