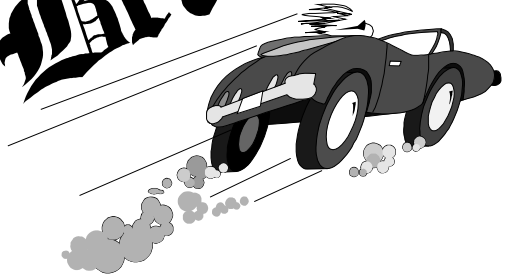




ISOA is a Chapter of the
Vintage Triumph Register

Smic Brrraapp



October 1998



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



"ENGINE SUMMER"

Yep, Sonny, this sure enough is Engine Summer. Don't know what that is, I reckon, do you? Well, that's when all the homesick ol' sportscar drivers come back to play. You know, a long time ago, back in your pappy's time, there used to be heaps of fur-in roadsters around here - thousands - MILLIONS, I reckon, far as that's concerned. Reg'ler sure 'nough European sportscars. None o' yer Japanese jobs - not much! They wuz all around here - right where yer standin'. Aw, don't be skeered - hain't none around here now, leastways no NEW ones. They been gone this many a year. They all want away and died, I s'pose.

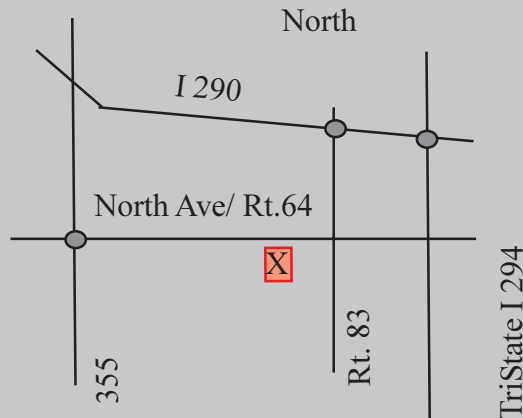
But every year, 'long about this time, they all come back. Leastwise their sperrits do. They're here right now. You can see 'em off down the roads. Look real hard. See that kind o' hazy, misty look out yonder? Well, them's ol' sportscar drivers...sperrits drivin' along with their tops down in the sunlite. That's what makes that kind o' haze that's everywhere...it's just sperrits o' British car nuts all come back. The're all around us now. See off yonder; see them autocross cones? They kind of look like corn shocks from here, but them's cones, sure as yer a foot high. See 'em now? Sure, I knew you could. Smell that smokey sort o' smell in the air? That the gas a-burnin' and their exhaust pipes a-goin'. Lot o' people say it's just leaves burnin', but it ain't. It's the leaded gas an' the nuts are a-tearin' around to beat ol' Harry!

You jist come out here tonight when the moon is hangin' over that hill off yonder an' the harvest fields is allswimmin' in the moonlite; an' you can see the Triumphs an' MGs just as plain as can be. You kin, eh? I knowed you would. Jever notice how the leaves turn red 'bout this time o' year? That's jist another sign o' leakin' antifreeze. An' ever' once in a while some o' those lights flicker an' die out. That's Lucas wirin' for you. See here now - look at all them colors on the leaves. That's them lousy paint jobs. They rub off on everythin'! Purty soon all the car nuts'll go a-caravannin' away agin, back to that big gimmick rallye in the sky. But next year you'll see 'em troopin' back...the sky just hazy with 'em, an' their gear-boxes going SNIC, SNIC...an' their exhausts a-going BBRRAAPPP jist the way they used to...a way back in yer pappy's day.

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:	153
Current Memberships Paid:	110
Current Circulation Total:	148

1998 Top 10 ISOA Cup Points Leaders

Billimack, Jack	178
Buja, Ann	177
Buja, Tim	163
Pawlak, Joe	152
Pyle, Sheri	133
Jaquet, Jake	126
Pyle, Bill	123
Rust, Jeff	108
Fisher, Mark	106
Jaquet, Donna	106



ISOA CUP: 111 members have participated through August 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 membership meeting 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 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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Work: 847/635-2281
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e-mail: japawlak@xn.xerox.com

OCT 10
Fall Tour and Campout at Lowden State Park in Oregon, IL

**OCT 2-4 VSCDA Children's Museum Vintage Grand Prix,
Indianapolis Raceway "Triumph is the Featured Marque"***
OCT 4 GENERAL MEMBERSHIP MEETING*

- 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 Lowden State Park in Oregon, IL*
- NOV 1 GENERAL MEMBERSHIP MEETING*
- NOV 7 Part 1 DIY Bodywork/Welding Clinic - Joe Pawlak Mansion*
- NOV 15 Long Grove Brunch Tour*
- DEC 5 Part 2 DIY Bodywork Clinic - Joe Pawlak Emporium*
- DEC 6 GENERAL MEMBERSHIP MEETING*
- DEC 12 Christmas Rally - Contact V.P. Bob Steele for details.
- JAN ?? Big Bash*
- FEB?? Carb Rebuild Clinic*
- MAR ?? Chili Movie Night *
- APR?? Transmission Rebuild Clinic*
- MAY?? Tune Up Clinic*

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

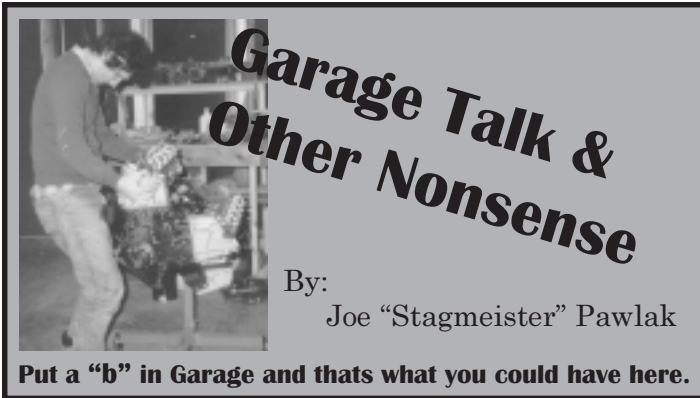
*Indicates this is an ISOA Cup points event

Calendar Highlights

On the Cover

Engine Summer was written by Rick Dentino, who was inspired by the annual Injun' Summer article in the Chicago Tribune Magazine. Our sincerest apologies to the Chicago Tribune Magazine...

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Boy did the summer fly by! I know I didn't get half the things done during the warmer months than what I planned. As I put this edition together, we passed into the first days of fall. I guess time does fly when you're having fun. Despite the incredibly busy schedules at work and at home, I'm still hoping to put on the first part of a **DIY body clinic in November**. Jake, I hope you're still willing to co-sponsor because I can sure use the assistance. As far as the first in this series, I'm looking to show some cutting, welding, dent pulling, body bumping (Jake handles a dolly and a bumping hammer like a pro, well heating and air use sheet metal don't they?) and a bunch of other things. I certainly don't claim to be the consummate expert, but I have been somewhat successful at the amateur level in doing some of this type of sheet metal work. I have been shown some tricks and observed a few real body shop professionals and restorers on their techniques. If we hack away at something long enough, use a lot of welding rods and wire, put on a bunch a filler, anything could be made to look good. Well almost. I prefer not to hack things up, and planning on what you weld and how you do it, you can achieve similar results as the pros. I've got some "volunteer" body panels (Jack has some TR3 stuff needing attention) that will need some bumping and straightening. We'll be pulling off a rear quarter panel of a TR6, and doing some welding repair on the already prepped side. There's a lot of hoping going on here and I'm no different than most of you with impossible schedules and I'm truly wanting to pull it off. We'll probably also throw some dogs on the grill or make a pot of sloppy joes. Final agenda and times will be in the November issue.

The **1999 ISOA Calendar** is ready and can be first seen at the October membership meeting. 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 are 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!

No **BOOMER** or **Peter M Roberts** awards were given in September but I have a feeling there will be some good nominations in October.

The **1998 ISOA Fall Tour** committee has finalized the route plans. Make sure that you reserve October 10th. This years tour is going to do a northern route across McHenry county through some hilly and twisty terrain as we make our way to Byron. We will be north of Byron and will be taking Route 2 toward the town. Route 2 is always a great ride and it's 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? A new twist is a Saturday night campout for the hardest members. I know I can't wait! There are times and other details later on. Please sign up or call to let us know you'll be joining the tour.

Folks, as eluded to earlier, time is a valuable commodity. It's real easy to kick back and read Snic Braapp, but it takes a lot of time to throw this thing together, especially when you have to write most of the stuff! Now I know there are some clever and funny stories (do I talk funny, am I here to amuse you..) out there among you. Please contribute, so your artistry of words and your pictures will grace the pages of this fine publication. As I said, it's easy to sit back and take it all in, but it's also easy to publish a one page "here's what going on" kind of thing. Thank you and thank you for your support.



*Till next month,
the Stagmeister*

What a day! 844 cars registered at the Chicagoland British Car Festival at Oakton College in Des Plaines. While the final marque numbers have yet to be announced, I heard that over 130 Triumphs (out of 590) were pre-registered with a week to go. Not a bad showing...

I'd especially like to thank everyone that helped with the ballot counting. Each British Car Union member club is assigned a specific job to do during the event, and as one of the larger clubs, ISOA has historically been assigned the task of counting the Participants Choice ballots. There were 228 ballots deposited in the ballot boxes, and ISOA members had them counted in record time. There were a few backups in the Best of Show and Jaguar classes where it seemed that people liked to vote for their own car, but we had enough people on hand to help spread the work around. Once again, thanks to everyone who helped us get this big job done with time to spare.

As we were leaving the counting area, the drawing for two sets of British Airways round trip business class tickets from Chicago to London was being announced. We were quite pleased to hear that Jack and Barb Billimack won the first drawing. I can still see Barb's huge smile later in the afternoon as we celebrated the end of a good day over a few beers at Photo's Hot Dogs. Congratulations, Jack and Barb!

Jeff Rust updated me the other day on his trip to week-long trip to New England, followed by the Six Pack Trials in New Jersey. His piston rings finally seated, ending his 30 mile per quart oil consumption. He mentioned that he only had to add one quart of oil for the trip. Mother Earth thanks you, Jeff! He only had one mechanical malfunction. Luckily, it was a simple clutch linkage problem that happened in the parking lot at the Des Plaines Oasis with only 60 miles to go. He was able to quickly repair it and get back on the road with only a short delay. After a few setbacks last month, he was worried if his TR6 would make it to New Jersey and back again. Jeff, I guess this proves that you've got your mechanical touch back.

I've heard rumors that the Stagmeister's Stag has actually started and run with all of its own parts! Joe Pawlak and I were completely stumped as to why his Stag would absolutely refuse to run. It got to the point where we started thinking about swapping various parts from my Stag to his in an attempt to pinpoint where the problem was. The first thing we thought of trying was the carbs. In a Stag, the carbs sit on a pedestal on top of the intake manifold. This pedestal can be removed by removing one nut and loosening



the throttle and choke cables. The linkage settings remain intact, so it's very easy to remove and replace the carbs as a unit since you don't have to rebalance them.

Joe and I had been talking about doing this for a couple of weeks. Finally, Ann, Megan and I drove down to Joe and Kathy's in the Stag about three weeks ago. Megan loves baby animals and

wanted to see the neighbor's foal, so Ann and Kathy took Megan over to the neighbor's barn. While they were gone, Joe pulled his carbs, and I removed mine and installed them on Joe's Stag. Joe hooked up the throttle and choke cables, then hit the starter. The engine fired immediately! Needless to say, he was very relieved. He let it run for a few minutes to check for any anomalies as it warmed up, then he shut it down and we put my carbs back on my Stag for the trip home. We were just getting done as Ann, Kathy and Megan came back from seeing the foal, which has grown quickly and won't be nursing much longer...

After seeing the stubborn Stag finally running, Joe seemed to get his mechanical confidence back. (I will agree with him - the Stag is the most difficult car I've worked on, too.) Later that week, he started to work on his carbs. You'll find a tech article on some of the things he found during his carb rebuild in this issue of the Snic-Braaapp. I hear that he's almost got the brakes sorted out and the Stag will soon be able to safely move under its own power. All that's left is the interior. Will we see it on the road for the tune-up clinic next spring? Time will tell...

One of the most important things about membership in ISOA is the technical help available to keep your Triumph on the road. We like to share what we know by holding tech sessions like the carb and transmission rebuild clinics, and publishing tech articles in the Snic-Braaapp and on the ISOA Web page. Our goal is to publish at least one technical article each month. While we have included articles from other Triumph clubs in the US and around the world, we'd prefer to showcase the talents of our members. If you're a budding author, please feel free to share what you know about working on your Triumph(s). Don't worry if you're not the most eloquent writer - we'll be glad to help you find the right words to help you share what you know with the rest of us. If you'd like to contribute a tech article, contact Joe Pawlak or myself and we'll get your ideas in print and on the Web. One more thing - don't forget about the five ISOA Cup points you'll get for a newsletter submission!

Keep the shiny side up, Tim

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 _____

Mall 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.

The 1998 Fall Tour will be held on Saturday October 10th. This year's tour has a new twist that the organizers hope will become a new tradition. The tour is pretty much the last big drive before conditions turn hostile for top down driving.

The first part of the tour will take us through portions of Kane and McHenry counties on our way west towards Rockford and the ultimate destination of the Turkey Festival in Byron Illinois. I will be providing complete maps and directions. Since we caravan, *(by the way, it's waaayyy cool seeing all the Triumphs driving around curvey roads)* maps are useless unless you can't see the car in front of you. If you want to go for a nice drive, have some food and refreshment, plan on participating in the tour. The tour starts at the Chick N Dip in Hampshire. The "Dip" is a 50's/60's roadside hamburger drive in type place. Grab a bite to eat before we take off. From there we go for a nice drive and a potential photo opportunity at a scenic place. The first part of the tour will end in Byron where a small gathering for the Fall Turkey Festival will be underway. Refreshments and snacks are available.

If your Saturday night is open on your calendar and you are a outdoors type, this years twist is a campout at Lowden State Park. I wouldn't consider it a 100% campout since in order to make things simple, we will only use the campground as a place to pass out Saturday night. There are hot showers and bathroom facilities. Because cooking and food is bulky plus a pain in the butt to clean up afterward, the plan is to go out to dinner Saturday night, gather some liquid refreshments and then sit around a nice cozy campfire to partake in the fine art of conversation. Kathy will demonstrate smores construction and the rest of us will try to do our best imitations of Foster Brooks. Sunday morning we break camp and head to White Pines State Park where there is a mighty fine brunch offered. So far we have about seven couples camping. As mentioned to keep things simple, sleeping bags, tent, change of clothes and some other stuff is all you need. Heck, there ain't much room in these cars for much. After that, you can go home, mow the lawn or watch the Bears lose. You could be sitting home on a Saturday night with a stupid movie rental or sitting around with a bunch of great people, goof around and experience the great outdoors. Now that's what I call a Triumphant weekend.

Agenda

Saturday

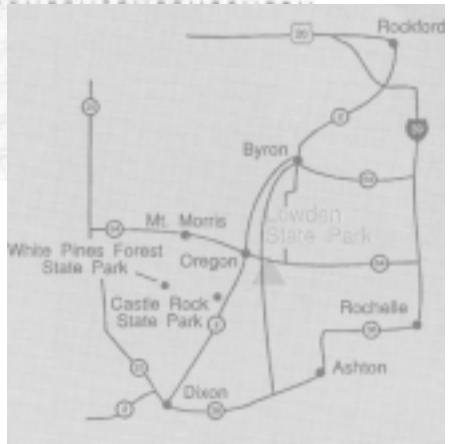
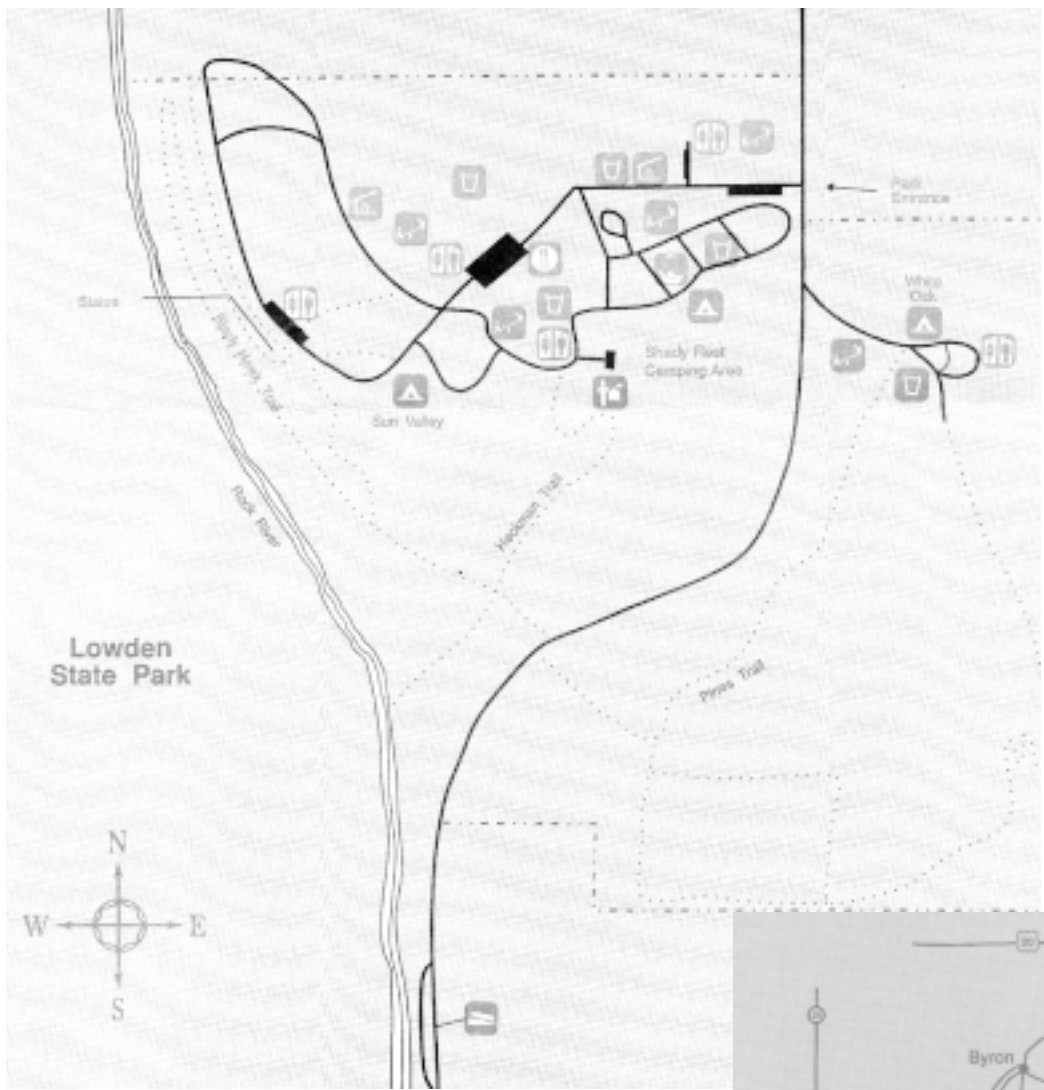
- 12:00 -1:00 Lunch at the Chick N' Dip on Route 72 in Hampshire
- 1:00 - 2:30 Driving Tour and Photo opportunity
- 2:30 Arrive in Byron
 - Non camping group stays at Festival and refreshes themselves
 - Camping group departs to campground to dump stuff, returns to festival
- 5 - 7:00? Dinner
- 7:00 - ?? Campfire, Triumph BS, Smores, Liquid Refreshments. Passout

Sunday

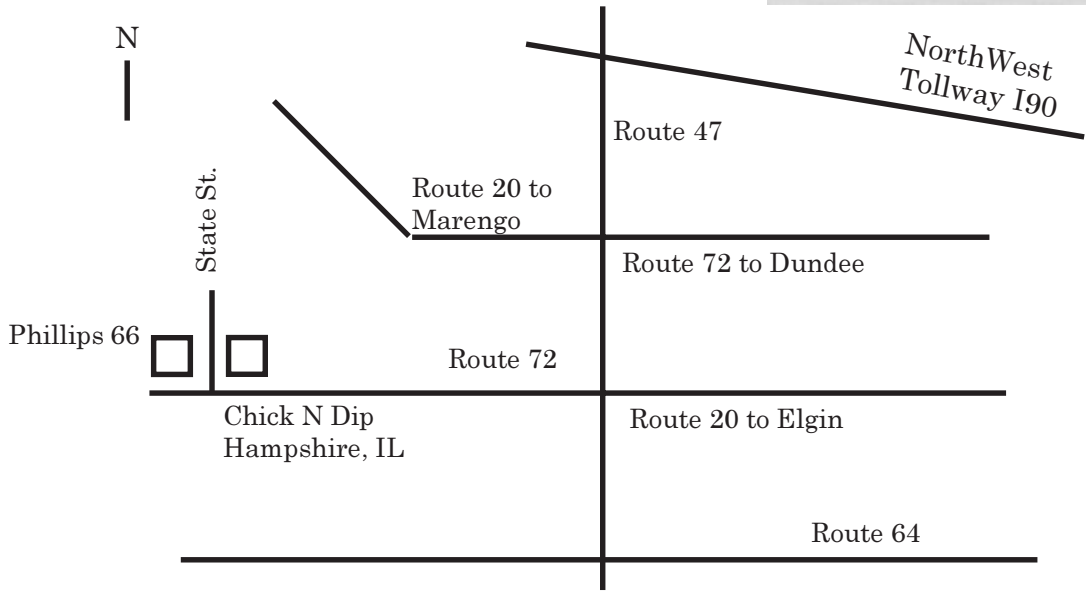
- 9:00 -10:00 Brunch at White Pines
 - Go home and feel guilty that you had too much fun.

Maps to State Park and Chick N Dip are on the next page. Tour maps will be provided at departure point. Questions, call Tim, Ann or Joe.

1998 Fall Tour



Legend



1998 Fall Tour



British Car Festival

October 13th, 1998 Des Plaines Illinois
Story by: Joe Pawlak Photos by: Mr Fuji

It must have been 100 degrees in the shade at this years British Car Festival. What a great turnout! There were just under 900 cars that attended. ISOA and Triumph had a very respectable presence. I can't believe how many TR6's there were. And to think that Stalker drove all the way to New Jersey to attend Six Pack. Geez, I bet you could have held a TR6 convention here! It looked like the ever faithful Spitfire came in second in quantity of cars with the TR3 gang coming in a close third, but maybe second. Since I'm a Spitfire owner, they'll get the second place nod. Ken "Berkely" Kedzy had his LLBC car there. That's Little Little British Car. Did I mention it was hot? Gosh dang it was hot that day.

A bunch of vendors were on hand and TRF must of sold a million bucks worth of parts. New member and TR6 owner Mike Booz bought about a 1000 fuses and a bunch of other stuff for his 6. We did manage to pick up a new front quarter and bumper for his car at a great price. Tim "Gizmo" Mantel, Mike, Steve Yott (New TR4a owner and member) almost went together on picking up a TR6 parts car. We agonized



British Car Festival



on whether to get it or not. Since it was going for the "best" offer, the price went beyond the trouble it was worth and parts we needed. Boy was it hot out there. A nice break came when we all went into the college to count votes. I would have voted to bring all the cars in there. What a great turnout by the club members to help out with the tabulations. It sure makes it easy when we all pitch in together.

I don't have a final tally of who won what, but I know ISOA members took home a few plaques. Jack and Barb "lucky stiffs" Billimack won the trip to England. Jack requests that all part orders be in his possession 2 weeks prior to the trip. See how much you can get by customs so we can save some money on duty. After the show we did a quick caravan to Photos Hot Dogs. What a way to wind up a perfect day. The show was great and well organized. Give Sheri Pyle and Jack Billimack, our British Car Union Reps a deserved thanks, they and all their crew deserve it!



Byron Hill Beats Jim Hill at ISOA Potato Fest



Reported by: The Stagmeister

Photos by: Mr Fuji

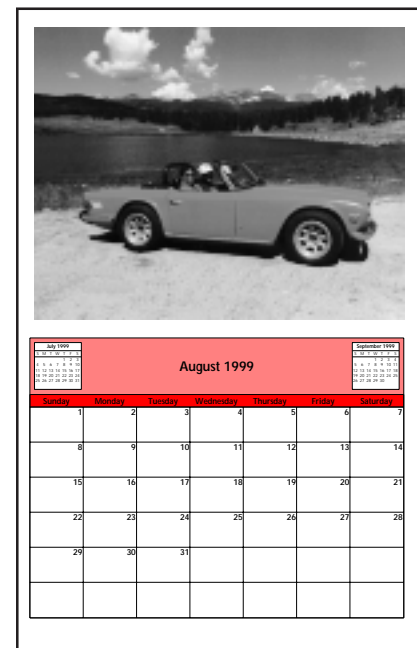
Antagonized by: Elwood

International TR6 Racer, Jim Hill of Madison Wisconsin drove himself right off the track on the 3rd corner at Jaquet Raceway in Byron Illinois. Jim was driving his TR-Ford (Found On Roadside Ditch) when it inexplicably became mired in the dry grass and on a 2 degree incline. The pictures show the Jaquet Raceway crew rescuing Jim from the abyss. The last picture shows the damaged turf inflicted at the scene. A bill for damages to the infield grass will be forwarded to Jim.



1999 ISOA Calendars are Here!!!

These FULL color ISOA calendars are once again offered for immediate purchase. This calendar features some of our club's finest Triumph automobiles, at least the ones who sent me pictures. The cost is a ridiculously low price of \$5 each or 3 for \$12. This is such a bargain that you need to buy a bunch for gifts, and at least one for the house and one for the office. They may be purchased at the club meetings or by contacting the Stagmeister. They can be mailed for \$5 plus \$1 s&h.



Needle Point

The Repair, Adjustment and Genral Maintenance of the Stromberg 175 CD Metering Needle

By: Joe "Stagmeister" Pawlak

There isn't a whole lot of readily available or detailed information on pulling the metering needles apart on your later model Stromberg 175 CD carbs. Maybe I didn't look hard enough for the information. Since I needed to do some maintenance in this area, I figured I'd snap some pictures and give everyone a write-up on the process. This is not all encompassing, but it's enough that you learn something and may be able to fix without any major headaches.

Before we get into the repair procedures, a few reasons why you want to goof with the things in the first place.

1. You find yourself constantly topping off the damper oil.
2. You can't seem to be able to adjust the mixture.
3. If you can adjust, it's hard to turn the hex wrench inside the carb tool.
4. Good excuse to pull them and inspect the rubber diaphragms.

Reason/Problem 1: At the bottom of the slide tube there is a adjusting screw. The head of the screw is what the hex wrench of the carb adjusting tool mates with. This allows you to bring the mixture metering needle up (turning clockwise) to richen the mixture or to bring the needle down (anticlockwise) to lean it out. There is a rubber o-ring that fits around this adjusting screw and after a bunch of years, is just plain worn out. This allows slight amounts of oil to pass by the metering needle and eventually lower the dampening oil level causing other problems. These are not 2 cycle

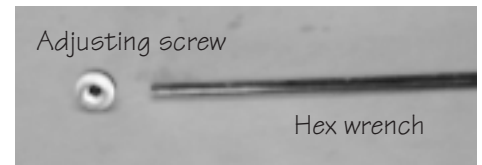
engines so we don't really need a fuel and oil mix.

Reason/Problem 2: There may have been a time when the mixture needed to be adjusted. In some cases Problem #3 allowed the hex wrench to round out the hex opening of the

screw. The adjusting screw is made out of brass that had a hardness coefficient between silly putty and 2 year old gum stuck to the bottom of the table. With that rounded out, you were pretty much stuck with the needle where it sat.

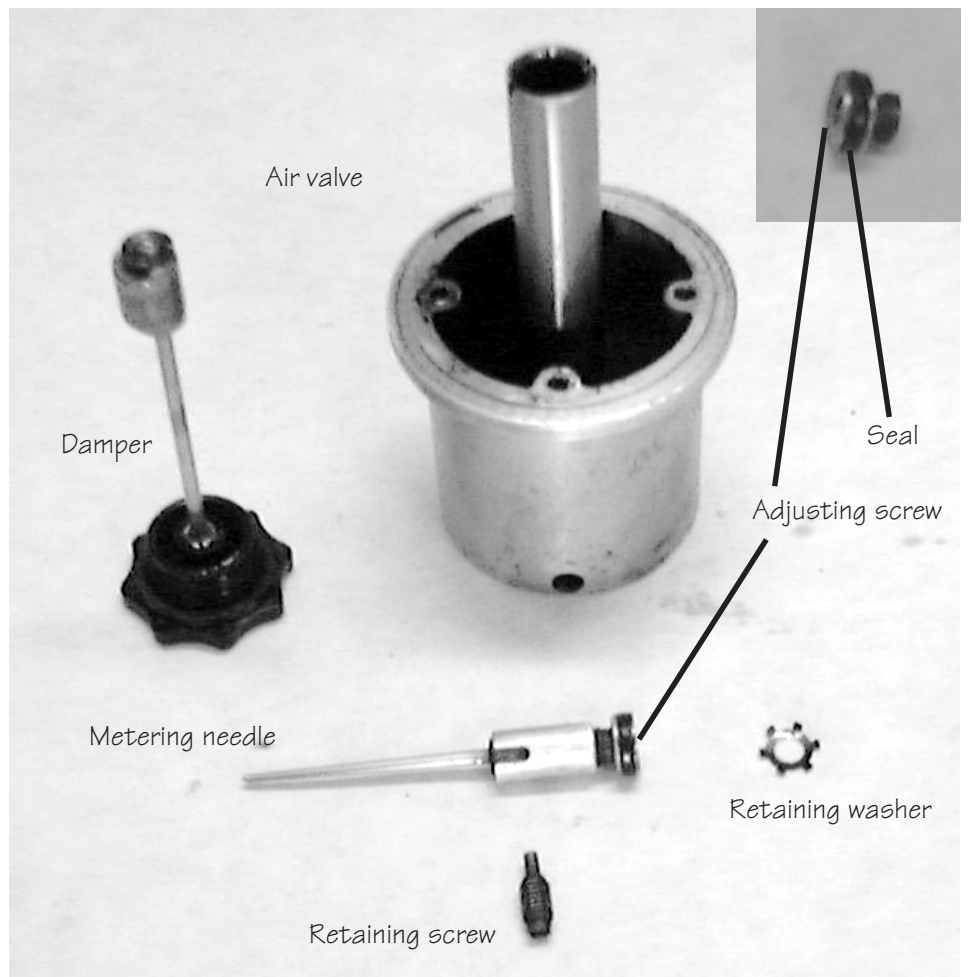
Reason/Problem 3: This usually results in Problem 2. Couple of things I noticed cause this. There is a small itsy bitay roll pin through the side of the metering needle assembly. On one of my carbs, it

was sticking out ever so slightly that it would bind in the damper tube, impeding movement for the adjustment. Another area was the damper tube area in which the needle assembly sat was fairly contaminated. Still another was the retaining screw in the air valve being slightly long, pushing against the needle assembly adding to the resistance of movement. Finally, the o-ring on the adjusting screw and the threads of that



screw where it goes into the metering needle assembly needed some attention.

Reason/Problem 4: The rubber diaphragms are critical in regulating the vacuum in these carbs. It has nothing to do with the mechanicals of the needle,



but they do crack and cause problems. It is a good idea to inspect them prior to placing your parts order.

Repair and Renewing

With the air valve out of the carb body, remove the diaphragm to prevent it from

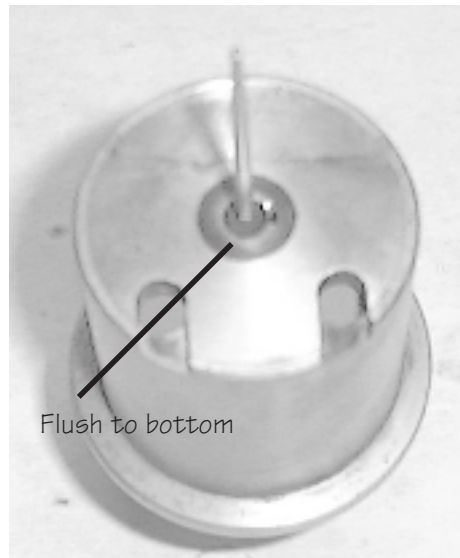


getting damaged. Use the hex wrench from your adjusting tool and turn anti clockwise to back out the metering needle to its farthest point. Remove the retaining screw on the side of the air valve and the needle assembly should be able to be pulled out. You may have to give it a half turn but it should come out.

If the adjusting screw is stripped, the assembly extraction is a bit trickier. You will need a very small punch and a small manually operated inertially driven impact generator, something like a tack hammer. Turn the air valve over and carefully secure it in a vise, warp this thing and forget about the next steps since you'll have to get a new one. You will see a small notch at the bottom of the needle assembly where the retaining screw floats in. This slot will give you some leverage as it is the only way I can see that would give you a chance of rotating the thing out. I'm sure there is a special tool, but geez who would have that? Using the small punch and hammer, angle the punch and gently tap on the edge of the notch so you can

rotate it anticlockwise and wind it out of the tube. Lots of baby steps here and be gentle! You will probably knicker up the edge a bit, but that can be dressed up and it is fortunately in a non critical area.

With the needle assembly out, you can check the itsy bitsy roll pin and clean any corrosion on the assembly and in that same area on the tube. Using a larger punch or dowel rod, you can now push/punch the adjusting screw and retaining washer back out the top of the



tube. At this time you'll be replacing the o-ring on the adjusting screw or screw if needed. It is a good idea to get a new retaining washer as they are cheap. Place the new screw back down the tube. Make sure the hex hole faces up. This will rest on a shoulder at the bottom of the damper tube. The retaining washer is concave. Its tricky, but place the washer down in the tube making sure the cave of the concave screw faces up. Push this down until it hits the adjusting screw. Turn it over and you're ready for the needle assembly.

With everything clean including any edges you may have induced during

extraction, the needle assembly should slide nicely into the bottom of the tube. Rotate it around, line up the notch and put the retaining screw back in. Using the hex wrench, turn clockwise to bring the bottom of the needle assembly flush with the bottom of the air valve. This gives you a basepoint for the mixture adjustment. 9 times out of ten, that's usually where it ends up staying. Turns nice now don't it? Before total reassembly, check the notches at the top of the damper tube where the adjusting tool attaches. Sometimes with a hard adjusting needle assembly, the notch developed a burr which is enough to cause binding with the dashpot cover. Take the cover and slide it up and down on the tube to check it out. That's it, put the diaphragm back on and put back in the carb body. Top off the damper oil and perform any final mixture adjustments. Other notable checks involve your adjusting hex wrench. Make sure the edges are square and clean. If needed, grind away the worn area. Then take off for a nice ride, you've accomplished something. Next month, I have a article on the whole theory of ops on how the air valve works and some discussion on damper oils.





Potato Fest 1998



The hot and humid weather did not deter fun at this years Potato Fest Picnic. Jake and Donna Jaquet hosted the picnic at their most Triumphant estate in Oregon Illinois. Everyone brought a dish to pass plus there was much help from the Buja's to pull this first class party off. From the visitor list, we had people from four states join in the fun. There was too much food, too much drink and too much of everything that the day went by so fast. ISOA supplied most of the Triumphs parked in the front yard and our friends from the British Boots and Bonnets Rockford car club supplied an assortment of MG's as well.



I can not guarantee that some pinko bleeding heart, anti-freedom, pro-socialist, anti-gun, Sarah Brady lover will read this and turn us in to the BATF. So this paragraph of this report is pure heresy and gossip. Rumor has it that the Potato Fest brought out some of the best potato guns in Northern Illinois. A new potato howitzer was unveiled that used an ingenious rotary flint ignition system. This was designed by Mr. Big Pile. Mr. Spuds brought out his kinetically enhanced elasticized delivery system which claimed to out perform the traditional charge of two squirts of Final Net. This was not the case as superior combustable firepower won out. The final tally of how many pounds of taters were fired is unknown. If the smell is any

indication, I would say at least a couple of hundred pounds. One of the more notable targets this year was the big MG sign. Needless to say, this was the first to get shot down. The TR7 target took many direct hits but valiantly stood its ground and did not topple. We had some newcomers this year to the sport and by the looks on their faces, they will be back. Will the members of British Boots and Bonnets be back after the MG sign got trashed? Don't make us talk about you!

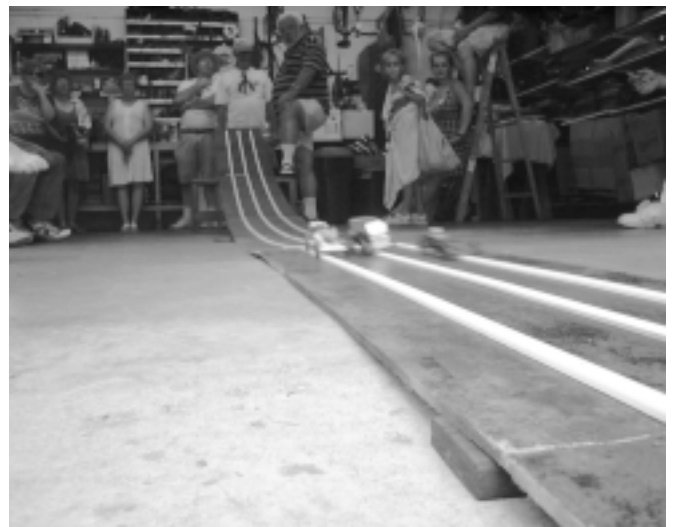


Potato Fest
1998



As mentioned, the day was very hot and humid which made the pool a popular gathering spot. Keith "Gastro Boy Gill made a big splash and kept the children entertained by his professional cannon ball technique. Future Triumph'r, Adam Shedor showed his diving prowess of jumping from the board onto a raft and all without breaking his neck! Skill, pure skill. He needed the raft because he had eight pounds of rocks in his pockets.

One of the days activities was the pinewood derby competition. Arlene and Ken Kedzy were the officials of the race and final announcements of the results of the competition should be at the October meeting. This was a competition and not a exhibition so wagering was allowed.



Potato Fest 1998

Steve Yezo had the only vehicle casualty of the day when the driveshaft U-joints on his Spitfire decided to expire. Luckily there was a rescue squad

available and Jake trailered the car to the house. A unique photo opportunity had a picture taken of a meeting of the minds as well as a meeting of the hinds. There are more stories and photos from the fest and I'm sure you'll see and here them all. Better yet, plan on being a part of Potato Fest 1999.



Reported by: Joe "Stagmeister" Pawlak
Photos by Mr Fuji



New member Steve "Drippy" Yott and his 1967 IRS TR4A show off that his car is truly worthy of being a ISOA member. Here Steve's TR4A is seen marking its territory in the parking lot of Photo's Hotdogs after the British Car Festival. Welcome Steve, Mary and the whole family to ISOA. You would think that a onetime Triumph mechanic could control his car's bladder problems.

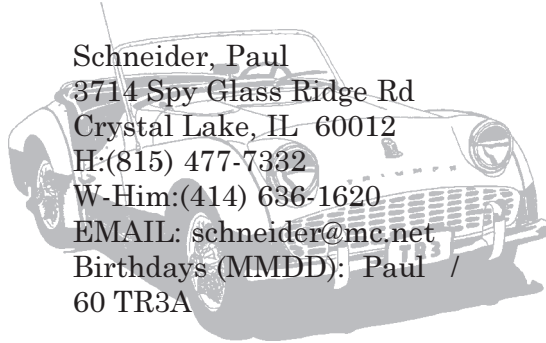
JP

Welcome New Members

Yates, Eric & Jeana
 5808 Washington Street
 Morton Grove, IL 60053
 H:(847) 965-8951
 W-Her:(847) 491-2872
 EMAIL: eyates@earth.nwu.edu
 Birthdays (MMDD): Eric 11/23 &
 Jeana 08/01
 78 Spifire



Schneider, Paul
 3714 Spy Glass Ridge Rd
 Crystal Lake, IL 60012
 H:(815) 477-7332
 W-Him:(414) 636-1620
 EMAIL: schneider@mc.net
 Birthdays (MMDD): Paul /
 60 TR3A



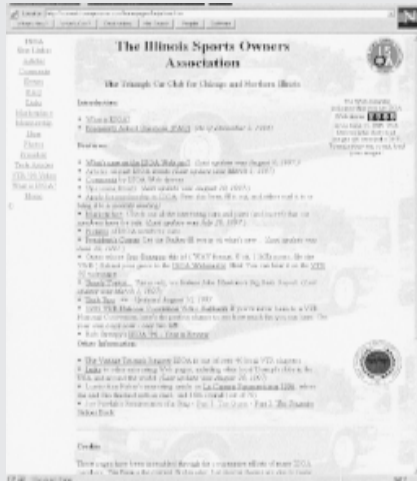
Yott, Steve & Mary
 34143 N. Homestead Ct.
 Gurnee, IL 60031
 H:(847) 249-1723
 W-Him:(847) 215-4172
 EMAIL: syotte@interserv.com
 Birthdays (MMDD): Steve /
 67 TR4A



Conover, Peter
 213 S. Grove Ave.
 Oak Park, IL 60302
 H:(708) 383-9160
 W-Him:(312) 294-3245
 EMAIL: conoverp@chicagosymphony.org
 Birthdays (MMDD): Peter 10/11
 74 TR6



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



Happy Birthday to:

- Mike Bulfer on 10/02
- Robin Gosse on 10/11
- Peter Conover on 10/11
- Dick Burdette III on 10/12
- Karen Reilly on 10/12
- Mary Jo Steele on 10/14
- Sandy Hurst on 10/16
- Jill Burdette on 10/17
- Tom Morgan on 10/22
- Keith Gill on 10/24
- Rich Frain on 10/30
- Barb Billimack on 10/31





Marketplace



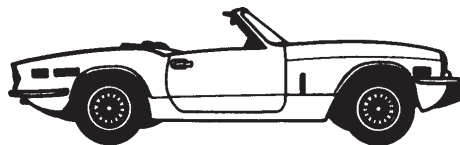
The place to buy, sell and trade almost anything Triumph related!

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 1980 TR7 Convertible. 85K
miles. Interior and top need
replacement. Body solid, rust around
front headlight. Mechanically complete.
Asking \$550. Also a Hanson Welding
machine that need work but has new
parts. Call John before 3 PM at
(815)942 9578.

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)



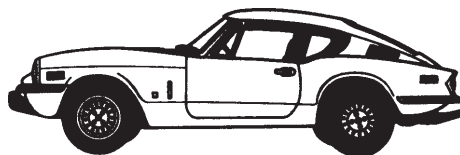
1972 Spitfire Factory Hardtop. Asking
\$300 or trade for other MKIV parts.
Jerry Ostdick 815/568-1168 (Nov)

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)

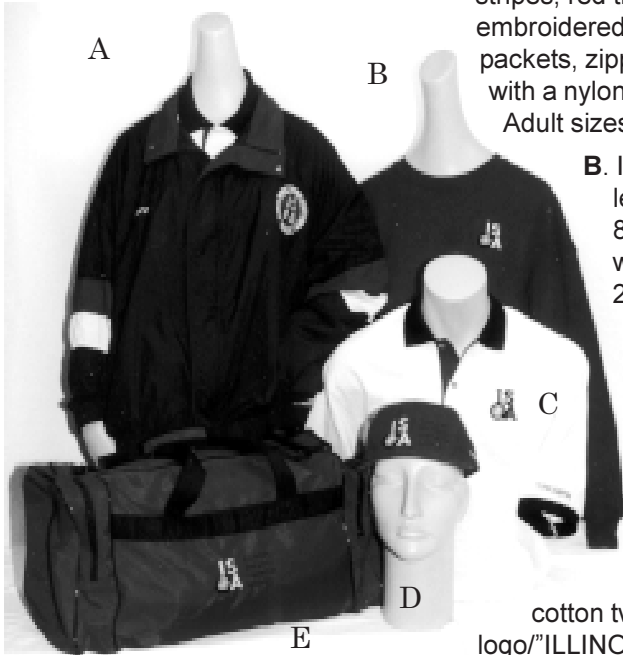
1971 TR6 Complete mechanical &
drivetrain renewal. Body restoration
done by the Last Detail in Red Imron.
Differential replaced, new frame
members at trailing arm mounts Diff
and suspension mounts reinforced,
dash refinished, Ansa exhaust,
Michelin redlines. 3rd owner, owned
for 12 yrs, indoor storage 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,
webbers, 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."

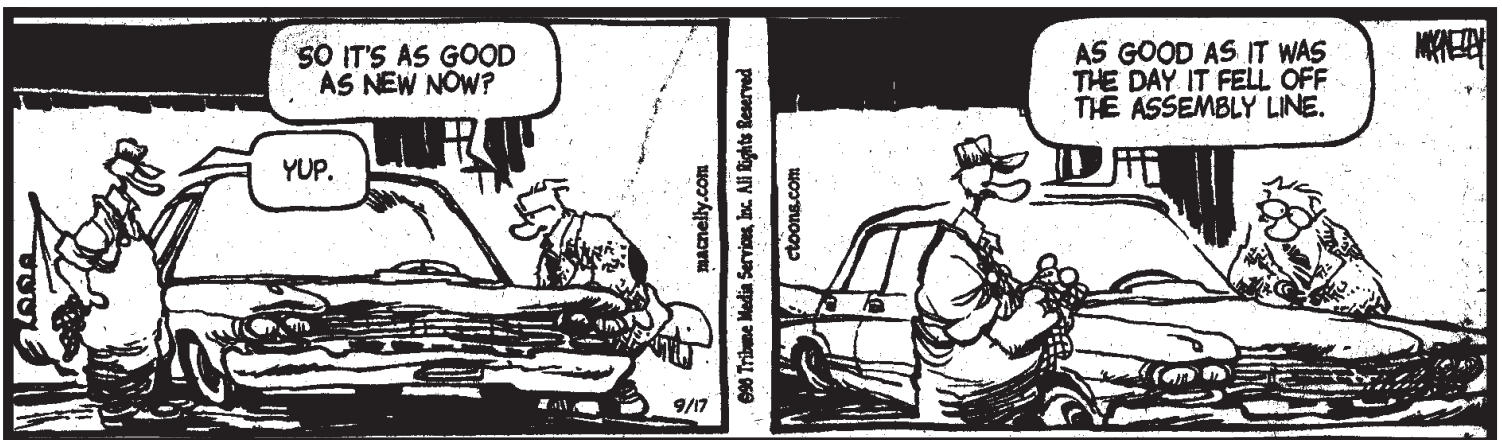
embroidered on the front and "TRIUMPH" on the left side. Adult one-size adjustable back. Available for \$12.50 from JABU Creations item #4003 or #4009.



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.





Snic Braaapp

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