



ISOA is a Chapter of the
Vintage Triumph Register

November 1998



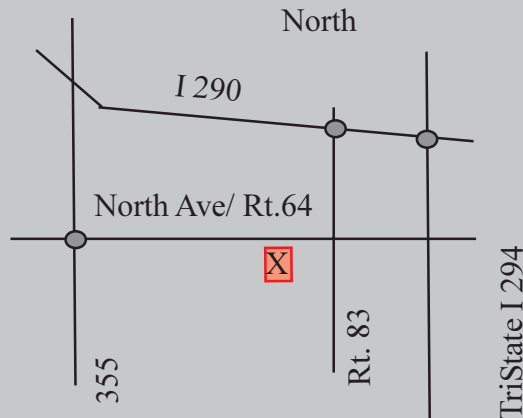
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Friends and Family who drive together will always *Triumph*

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:	163
Current Memberships Paid:	118
Current Circulation Total:	167

1998 Top 10 ISOA Cup Points Leaders

Billimack, Jack	213
Buja, Ann	212
Pawlak, Joe	192
Buja, Tim	188
Jaquet, Jake	171
Pyle, Sheri	158
Jaquet, Donna	151
Pyle, Bill	148
Billimack, Barb	126
Rust, Jeff	123

ISOA CUP: 116 members have participated through SEPTEMBER 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.

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

**Nov 15th
Long Grove Brunch and Antiquing**

**Nov 1st
General Membership Meeting**

**December 12th ISOA Holiday Antique Tour*
Contact Ann Buja for more information
(details in December Newsletter)**

NOV 1	GENERAL MEMBERSHIP MEETING*
NOV 7	Part 1 DIY Bodywork/Welding Clinic - Joe Pawlak Mansion*
NOV 15	Long Grove Brunch Tour*
DEC 6	GENERAL MEMBERSHIP MEETING*
DEC 12	Holiday Antique Tour*
JAN 23	Big Bash* <i>Dress in the style of clothes of the year your car was made!</i>
FEB??	Carb Rebuild Clinic*
MAR ??	Chili Movie Night *
MAR 20	Part 2 DIY Bodywork/Filler & Primer Clinic - Joe Pawlak Mansion*
APR??	Transmission Rebuild Clinic*
MAY??	Tune Up Clinic*
MAY 8	Part 3 DIY Bodywork/Final Painting Clinic - Joe Pawlak Mansion*

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

*Indicates this is an ISOA Cup points event



Garage Talk & Other Nonsense

By:
Joe "Stagmeister" Pawlak

Put a "b" in Garage and that's what you could have here.

Well it looks like my attempt to do Part One of **DIY Bodywork Clinic** on November 7th is on. As far as the first in this series, I'm looking to show some cutting, welding, dent pulling and maybe some body bumping. 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 not quite, 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 couple of quarter panels on 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. I will need to have a count at the November membership meeting on who will be coming. If you have a welding helmet or goggles, please bring it. There is a map later on in the newsletter.

The **BOOMER** went to Phil Fox for his oil filter seal drip fest and the **Peter M Roberts** award went to Bob Crowley for something he did, but I forgot to write it down.

Don't forget **nominations for the ISOA board** happen in November. Be sure to get involved as the club does not run itself.

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!

The club is offering for the first time ever, at least formally offering, a yearly **subscription to Snic Braaapp**. So if you know someone who wants to get Sniff Barrf, but doesn't want to join the club, the cost is **\$15 a year**. After reading *Stiff Bark*, people just can't help but feel left out and need to be a full fledged member. Please forward subscription fees to the offices of Sheri Pyle, 320 N. Linden St., Itasca, IL 60143.

Time ran out to get the stories written for the Fall Tour. I'll be getting that ready for the December issue as well as a bunch of other surprises. Oh and PLEASE buy a calendar as it will benefit the club as well as cover expenses.



Till next month,
the Stagmeister

Sunday November 15th ISOA Fall Brunch

The annual fall brunch will be held at a location that will be announced at the November meeting.

Unfortunately the original restaurant is in the midst of a remodeling venture and we couldn't secure a new site before SB printing needed to commence. Brunch will start at 10 AM and will continue until we stuffed ourselves. After stuffage has ended, we will take a short drive to Long Grove where mid day activities will consist of shopping or having a drink and watch the Bears lose at one of the local refreshment establishments in the town.

Another summer winding down. It seems as if we just got the Triumphs on the road, and now it's getting to be the time to put them away for the winter. Where has the time gone?

We had a great time at the ISOA Fall Tour and Campout. While the leaves hadn't changed to their fall finery, the weather was perfect for top-down motoring during the day and camping at night. The driving tour took us from the Chick n' Dip restaurant in Hampshire, north and west past the Illinois Railway Museum in Union, west to Belvidere, then south and west to Lowden State Park in Oregon, where we set up camp for the night. There were three unplanned stops. Joe Pawlak had to make another "Children of the Corn" stop for emergency relief. This prompted another relief stop in Belvidere. One of the tour directors had originally wanted to stop there, but the other tour director had vehemently stated during the tour planning that no mid-tour relief stops should be necessary. This person's name will be brought up at the next meeting during the Boomer nominations. Anyway, we continued on and were only 13 miles away from our destination when the clutch on Greg Hetzel's MGB decided to stop working. Greg found that the piston seal on the slave cylinder had split and developed a full-time leak. We looked through our collective stock of parts and found that while we had a Triumph slave cylinder rebuild kit, it would not fit the MG slave cylinder. After a few calls to the local parts stores, we found that no parts would be available and we'd have to improvise a solution. A plastic bag was cut to the size of the broken seal, and the slave cylinder was reassembled with the plastic disc covering the split seal. The slave cylinder now held fluid until the clutch pedal was depressed, so we gave the Hetzels directions back home with a minimum number of stops and traffic lights, along with two containers of DOT 4 fluid just in case their clutch fluid got too low along the way. This stop broke the tour up, since some of the drivers wanted to attend the Turkey Testicle Festival



in nearby Byron, and the campers wanted to get the tents set up while still had daylight. We had made dinner reservations at 6:30, and got there just in time. Upon arrival, Sheri Pyle met her match. Until now, we've never know anyone who could talk louder or brasher than Sheri. One of the restaurant's owners is a rather colorful guy named Pete, who loves to pour good-natured abuse on the customers. Sheri questioned Pete about our seating arrangements, and he fired right back with a few words that might have been taken out of context in another restaurant. Dinner was great, and Pete sincerely thanked us for our business as we left. Breakfast the next morning was at the Lumberman's Buffet at White Pines State Park west of Oregon. After we ate our fill, we headed back to tear down the tents, clean up the campsite, and headed for home. This was a really nice event - I hope you'll be able to include it in your plans next year. The weather has been extremely cooperative for our recent Fall Tours - let's hope this trend continues!

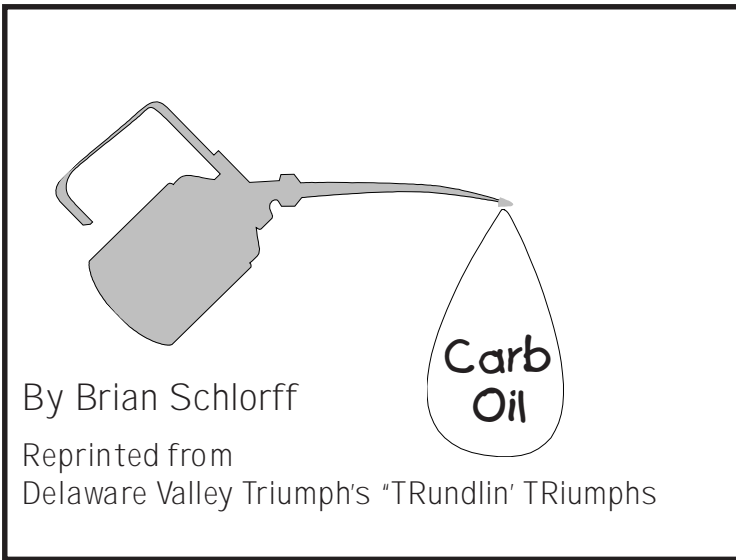
Nominations will be taken at the November meeting for a slate of candidates for the Board of Directors. A list of nominees will be printed in the December issue of the Snic-Braaapp, and another call for nominees will be made just before the election at the December meeting. The only requirement for being a member of the Board of Directors is that you must have been a member of ISOA for at least one year. Please consider serving as a director of ISOA. Your input is needed to help ISOA plan events that will appeal to the wide variety of interests of our members.

Bill "Big" Pyle has been hard at work over the past few weeks to develop a new tool for the ISOA Tool Room. He's been working on an ISOA Special Tool that will drive a transmission/overdrive at speed so that the overdrive unit can be tested before you put the transmission back in the car. He demonstrated it at the last Board of Directors meeting, and it should be ready for the next transmission clinic in February.

Tim "Gizmo" Mantel has also been working on another new ISOA Special Tool. He has fabricated two identical IRS hub tools for use on TR4A, TR250, TR6, 2000 Sedan and Stag rear hubs. This tool was developed from plans made during the TR6 hub clinic held at the 1998 VTR National Convention in Hudson, Wisconsin. At last word, he was testing one of them to disassemble the hubs on his TR6. These tools should also be ready for use during the February transmission clinic. If you are placing an order for parts this winter to rebuild your hubs, you'll need to purchase a hub rebuilding kit (bearings, races, collapsible spacer, grease seals and cotter pin, TRF part number GHK1015, approximately \$43 per hub) and a new locking plate (p/n 139057, \$1.55 each). As a cheap insurance policy, consider purchasing a spare collapsible spacer (p/n 138272, \$3.10) just in case things go wrong during reassembly. Since you will have the halfshaft and hub completely disassembled, you may also want to purchase new wheel studs, halfshaft boots and universal joints as needed. These part numbers were found on page 213 of The Roadster Factory's TR6 Spare Parts Catalog, Volume 1.

I've heard that the November 1998 issue of Classic & Sports Car Magazine includes a 31 page special on Triumph motor cars to celebrate the 75th anniversary of Triumph. The Rockford Barnes and Noble store still has the October issue on sale as I write this, so I haven't been able to confirm this rumor.

Keep the shiny side up, Tim



By Brian Schlorff

Reprinted from
Delaware Valley Triumph's "TRundlin' TRiumphs"

Whenever British car owners get together to "talk tech", one subject that always seems to come up is what type of oil to put in the carb dashpots. (you know, those little screw-in caps found on top of SU and Stromberg carbs). Folks swear by everything from automatic transmission fluid to vegetable cooking oil-who's right? Well, the short answer is that there really isn't one "right" oil to use-the long answer is that each car behaves somewhat differently and the "best" fluid for your car will require some experimenting on your part, and a rather lengthy discussion as follows:

To understand why one type of oil will work best for one person and why that same type of oil may not work for someone else, let's take a look at what exactly the fluid in the dashpot does and why it is so critical to proper performance. SU and Stromberg carbs operate under the principle of constant vacuum. (Or, to use the English term "constant depression". Hence the "CD" designation on Stromberg carbs). What that means is that the airflow across the jet is held at a constant negative pressure. The jet is where the fuel is introduced into the airstream, and fuel is fed into the jet from the bowl at the side/bottom of the carb. Fuel is not pressurized in the bowl, only in the line leading up to the carb (The needle and Grose Jet assembly takes care of holding back the pressure in the line). Since there is a depression or vacuum above the jet, fuel is sucked up the jet and into the engine. As the engine RPM increases, the dashpot is raised by manifold vacuum

above the jet, in turn regulating the air pressure flowing over the jet. As speed drops, so does the dashpot, restricting the size of the opening (or venturi) in the carb. If we lived in a perfect world, that would be the end of it and we would have a beautiful simple system-it ain't so in real life.

As you probably were taught in Driver's Ed class, 'jackrabbit starts waste fuel'. The reason for this is that any engine requires a richer air/fuel mix to support combustion under hard acceleration. On conventional "American" type carbs, a mechanical linkage act on a small piston and reservoir to pump additional fuel into the airstream during acceleration, enriching the mixture. This is referred to as an "accelerator pump". Using

our model carb described above, we have no provision for enriching the mixture during acceleration -yet.. True, British engineers could have added a conventional accelerator pump, but what they came up with instead not only enriches the mixture, but solves a number of other problems as well. It stands to reason that if a vacuum pulls fuel through the jet into the engine, then a stronger vacuum will pull more fuel. Looking back at our model, we see that raising or lowering the dashpot regulates the vacuum at the jet. If we could somehow govern the dashpot, we would be able to increase the vacuum at the jet, thereby enriching the mixture! Now, how would we control the dashpot so that we would only have an enriched mixture during acceleration, and normal the rest of the time? Surprisingly, the solution is quite simple.

By slowing the up and down movement of the dashpot, a stronger vacuum is created for just a few seconds each time the engine speeds up. Stronger vacuum equals richer mixture- thus we have an accelerator pump function without at the small parts normally associated with such a device. All this without any tampering with the vacuum or the jet itself-brilliant! Now where does the oil come in, you ask? You guessed it- the oil acts as a "shock absorber" in the dashpot. The cap on the top of the dashpot has a small plunger on the end. As the dashpot moves up and down, the oil must flow around the plunger. The heavier the oil, the slower it moves around this plunger and the longer the mixture will be enriched during acceleration. If you don't drive your car hard, or don't accelerate quickly, you probably won't need a "strong"

accelerator pump. A lightweight oil such as automatic transmission fluid lets the dashpots move very quickly and may work well in your carbs. If the throttle shafts have seen better days and are sucking air, or you've got poor compression on a cylinder or two, try light oil. Lightweight oils also work well if you suspect vacuum leaks elsewhere such as worn valve guides or a leaky brake booster. If you have performance goodies like a hot cam, or like to leave traffic lights hard, try heavier oil such as 10w40 engine oil. Be careful-very heavy oils can cause rough running and actually harm performance until the engine is fully warmed. I hope you can see why oil type used depends so much on the condition your engine and how you drive your car. It's up to you to experiment. Fortunately, it's not too hard to clean out the old oil and try others!

To help you get started, I offer some simple suggestions: First remember - oil gets thinner as the engine heats up. For most consistent performance, use multi-weight oil. Consistent temperature performance is why automatic transmission fluid is so popular. I've sworn by ATF in the past. I've been experimenting with Mobil-1's 0w-30 synthetic with very good results. Synthetics offer the best temperature stability of any oil, so if you don't mind spending \$4 a quart, go this route. To evaluate any oil used, compare the car's acceleration and pick the lightest weight oil that gives the best acceleration based on your driving style. Good luck, and here's to better performance!

What: Annual ISOA Party and Awards Night
Great Company

Beer
Food
Slides of 1998 Events
Special Awards ceremony (mercifully brief)
Tall Stories (BS)
Did we mention beer?

Where:
Des Plaines Elk's Club
495 Lee St. Des Plaines, IL

Big Bash '99

How Much:
\$20.00/ person

When:
Saturday January 23rd
Cocktails (Cash Bar)
and hors d'oeuvres
and Triumph BS 6:00 - 7:30 (PM)
Dinner and Triumph BS 7:30
After dinner until ???
More fun
and more Triumph BS

**Dress in the style of
clothes of the year your
car was made!**

Please choose from the dinner choices listed below and have your reservation and \$\$\$ in to Treasurer Sheri "Big Mama" Pyle by **January 10**.



(rip me off)

Name(s): _____

Number of people attending: _____

Choice of Entree (indicate how many)

- Lake Superior White Fish _____
- Fresh Baked Chicken maitre d'Elks with peach garni _____
- Roast Sirloin of Beef au jus, choice triangles seasoned and sliced _____
- Stuffed Baked Pork Chop, with fresh baked apple slices _____

All entrees include soup, salad, veggie, potato, dessert, and beverage.

Check enclosed for \$20.00 x _____ = _____

Bring your check made out to ISOA to the January meeting or mail to arrive by **January 10th** to Sheri Pyle, 320 N. Linden St., Itasca, IL 60143



“Staggering”

By: Jim Hogan

My name is Jim Hogan and I have been in I.S.O.A. for a few years now. For those of you that don't know me I have two Triumph Stags both 73's and a 74-Jensen Healy. I joined the club shortly after I bought a 76 Spitfire, which I have since sold to pay for the paint job on the yellow Stag. I have yet to decide as to what the new color will be. Neither is on the road. The yellow one has the original motor and transmission. At the time I purchased the Stag, it had not run for three years. I had to have it towed home as the brakes were locked up. After I freed them and hot-wired the engine. I could drive it down the block, half way at least. The transmission was slipping badly but the engine ran fine. I then had the transmission rebuilt and tried to reinstall it to get the car back on the road. Tim and Joe have given me

some advice as how to get it back together. It is hard to do it by myself. With my work schedule, it is almost impossible to find help midweek on my days off while most everyone



else is working. SO that as they say is another story. The reason, I am writing, this is the other Stag, the one with no engine or transmission. Last week I found in the paper, a 70 Rover P6 FOR SALE with a V8 engine and auto transmission in it. This was just

what I needed. For those of you that don't know, this engine is the old Buick 215-aluminum block and head bought by Rover in the late 60's. They had made numerous improvements and are still used in a variety of vehicles today. The car was and is a rust bucket and it is really not worth saving. When I went to see the car an opossum was sleeping under some plastic bags and leaves at the firewall. Imagine my surprise when I lifted the plastic. We struck a deal for me to buy the car. This was if he got rid of the varmint and towed the car to my house. The car arrived last Friday and I've been removing parts a little each day. They come apart so easy, a lot easier than they go together. I'm going to rebuild the engine. Which is the same as the one in the TR8. Speaking of which, I have been looking on the Internet and comparing prices. I found a company called RPI Engineering and found their web sight very informative. Their prices are very reasonable also nearly half that of TRF. If there is someone with advice on how to install the Rover engine in the Stag, I would love to hear from you. OR

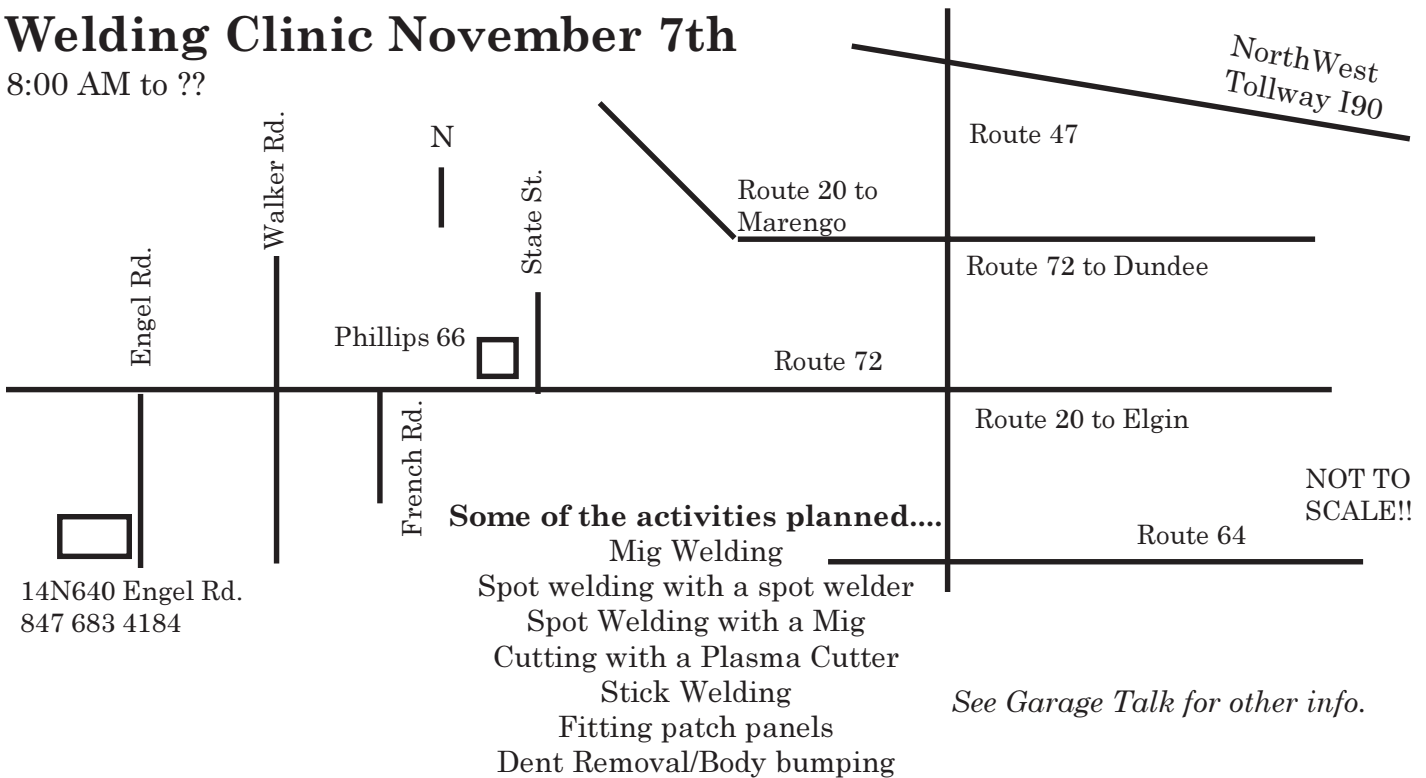
if someone wants to learn with my projects and me I would like to hear from you. That's all for now as I try to get these cars on the road. If this article is received well, I will be writing again.



Just goofin' around with a camera, Jim.

Welding Clinic November 7th

8:00 AM to ??



Gift Ideas

For those of you who are getting Christmas shopping lists together, Toys-R-Us has recently started carrying Ertl 1:18th scale models of the TR6. They are currently carrying a red TR6 with the top down (Item 7884, UPC code 036881 078845) and a

sapphire blue TR6 with the top up (Item 7892, UPC code 036881 078982). Both list for \$19.95 and ring up as a 69 Triumph. In fact, they are very good model of a 1974 RHD Home Market TR6, with amber rear side markers, the early TR6 letter logo on the rear wings, silver wheel center trim caps, and no wheel trim rings. These TR6 models are British Motor Heritage approved. Also included the Ertl British line are: Austin-Healey 100/6 (Blue over White) and 3000 MkII (Red), Jaguar XK120 (Creme), and Land Rover Freelander (Red and Beluga Black). I have only seen the TR6 models at the Rockford and Joliet Toys-R-U's stores, the others are available through Triple-C. Get your requests into Santa now!



Ted Wenckus on 11/01
Karl Johnson on 11/05
Dave Varnhagen on 11/05
Patrick Lobdell on 11/06
Pat Morgan on 11/17
Jack Billimack on 11/18
Lorrie-Ann Fisher on 11/18
Tom Thomas on 11/18
Eric Yates on 11/23
Bob Leonard on 11/26



Marketplace



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

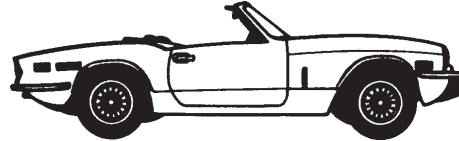
Wanted: Set of four Mag wheels or factory 13" x 5.5" rims for a Spitfire. Call Peter McDonough. (847) 692-7878 (JAN)

For Sale 1973 TR6. Emerald Green & Black, beautiful condition. New carbs, clutch and starter. Rebuilt transmissin, roll bar, red lines, stainless exhaust with a great sound. Underside detailed. Too much to list. \$10,500. David (847)562-1112, email: david@llcd.com (JAN)

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

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. (OCT)

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)

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)

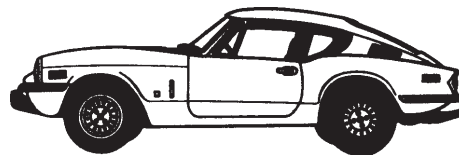
1969 GT6+. Rebuilt engine, new carpet, some body work etc. Need to sell because I have to move out, and no place to keep it. \$4000 or offer. John at 773 862 0580. (Dec)

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)

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.

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

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. (DEC)

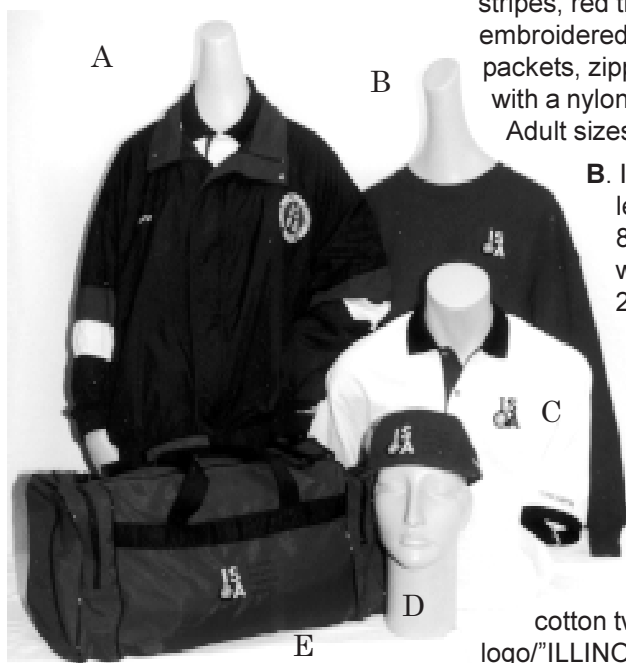


Wanted for 72 TR6. Floorboards, sills, fenders and rear deck. Nikki 847/361-3374 or nikkimw1@aol.com (NOV)

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

Varnhagen, Dave
413 Wilson St.
Downers Grove, IL 60515
H:(630) 964-5288
W-Him:(630) 472-1045
EMAIL:dhagen@hums.nycna.hanjin.com
Birthdays (MMDD): Dave 11/05
70 TR6, 73 TR6

Briegel, Ken
104 E. Bauch Road
Naperville, IL 60563
H:(630) 357-3929
W-Him:(312) 993-3684
EMAIL: kbriegel@amre.com
Birthdays (MMDD): Ken 01/24
76 TR6

Sherman, John
616 E. Mayfair Road
Arlington Heights, IL 60005
H:(847) 253-1240
W-Him:(847) 253-1905
Birthdays (MMDD): John /
71 TR6

Wettengel, Joe
38 W 279 Chickasaw Ct
St Charles, IL 60175
H:(630) 513-6014
W-Him:(630) 513-6014
Birthdays (MMDD): Joe 10/21
74 TR6

Cappetto, Gloria & Denny
8144 S. Tripp Ave
Chicago, IL 60652
H:(773) 735-5822
EMAIL: gloriacap@msn.com
Birthdays (MMDD): Gloria 10/12 &
Denny 06/30
61 TR3A

Lampert, David
1715 Chapel Ct
Northbrook, IL 60062
H:(847) 562-1112
W-Him:(312) 944-6888
EMAIL: david@llcd.com
Birthdays (MMDD): David /
73 TR6

Carnes, Joe & Sandy
562 Green Brier Lane
Crystal Lake, IL 60014
H:(815) 459-1177
Birthdays (MMDD):
Joe 08/10 & Sandy 60 TR3A

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.



July 1999		August 1999						September 1999	
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	
	1	2	3	4	5	6	7		
8	9	10	11	12	13	14			
15	16	17	18	19	20	21			
22	23	24	25	26	27	28			
29	30	31							

Be sure to pick up your club roster book at the November meeting.

Visit ISOA on the World Wide Web at:

<http://ourworld.compuserve.com/homepages/buja/isoa.htm>

Snic Braaapp

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