



ISOA is a Chapter of the
Vintage Triumph Register

Smic Braapp



December 1998



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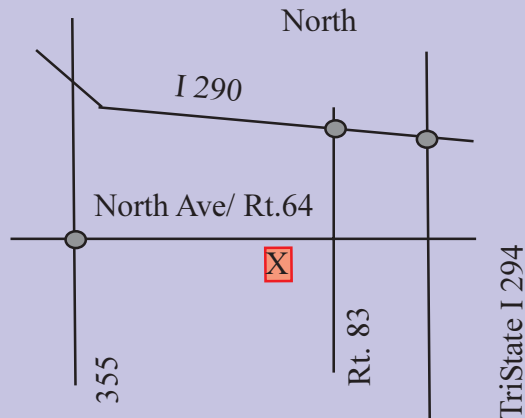


1998 Fall Tour
Calendar Events
Return of the Enji
Triumph Camping
Big Bash Stuff & Much More

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:	168
Current Memberships Paid:	121
Current Circulation Total:	169

1998 Top 10 ISOA Cup Points Leaders

Buja, Ann	248
Pawlak, Joe	248
Buja, Tim	224
Billimack, Jack	214
Pyle, Sheri	174
Jaquet, Jake	172
Jaquet, Donna	152
Pyle, Bill	148
Streepy, Bob	130
Billimack, Barb	127



ISOA CUP: 120 members have participated through OCTOBER 1998.

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 would you 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 you 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
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Work: 847/635-2281
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DEC 6 GENERAL MEMBERSHIP MEETING - Annual Election of the Board of Directors at Mack's Golden Pheasant. *

DEC 12 Holiday Antique Shopping tour for women..... and men.

DEC 12 Toys for Tots Rally - Guest Speaker at Dec 6 meeting.

**** 1999 ****

JAN 3 GENERAL MEMBERSHIP MEETING at Mack's Golden Pheasant *

JAN 23 BIG BASH, Des Plaines Elks Club. This year's theme: Dress in the style of clothes of the year your car was made (the first time). * ***** **Order tickets NOW!!!** *****

FEB 7 GENERAL MEMBERSHIP MEETING at Mack's Golden Pheasant *

FEB 20 Transmission/TR6/4A HalfShaft Rebuild Clinic. Pyle's TRiumph Emporium.

FEB 28 3rd Annual Chicagoland British Car Flea Market and Swap Meet at the DuPage County Fairgrounds

OTHER PROPOSED EVENTS FOR 1999 -

MAR 20 Chili Party/Movie Night. Buja's Rockford House of TRiumph.*

APR 24 Spring CB Tune-Up/Carb Rebuild Clinic with gas analyser.

MAY 28-30 8th Annual Champagne British Car Festival Champaign-Urbana, Illinois. Featuring the MGB V8. Have a great time at an event hosted by a bunch of great folks. Make plans now!

MAY 8 Part 3 DIY Bodywork/Final Painting Clinic - Joe Pawlak Mansion*

JUN 25-28 - Detroit Triumph Sportscar Club 6-Lighthouse Tour

JUL 28- AUG 1 Vintage Triumph Register National Convention Portland, Maine. Hosted by New England Triumphs. Email at vtr99@www.vtr.org

AUG 6-8 Roadster Factory Summer Party. Celebrating the 30th anniversary of the TRiumph TR6. 6-Pack will be present with a goal of 500 TR6s expected.

SEP 12 Chicagoland British Car Festival Oakton College DesPlaines British Car Union web site www.qth.com/bcu

***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 thats what you could have here.

It seems that from the preliminary satisfaction quotient, everyone had a good time at the first annual **welding clinic**. The biggest complaint was the lack of heat in the garage. Well I will sort of half apologize for not getting it installed in time. The biggest reason or excuse has been lack of time (a single issue of Snic takes about 9-12 hours per month). So you'll have to either enjoy Snic Braaapp as it is or endure the cold. I was warm with my insulated coveralls, which are mandatory in the wilds of unincorporated Kane County. Please vent your pleasure or disgust about the clinic at the next meeting. I would enjoy hosting it again, if you all so desire. A complete story and pictures from Mr. Fuji will be in the January issue. Special thanks need to go out to Steve "Drippy" Yott for letting us break in his new Miller Mig welder and Mike Booz for letting us rip apart his car and practice welding on.

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.

The **BOOMER** went to Greg Hetzel and his MGB clutch failure without tools leak 'o rama and the **Peter M Roberts** award went to Anne Buja for offering a condom to fix the leaking seal in Greg Hetzels clutch cylinder.

The **1999 ISOA Calendar** is ready and was 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!

We were able to hand out a good share of the 1998 ISOA Roster books at the November meeting. The remaining will be mailed and if you have not recieved it yet, it'll probably show up at the time you complain it didn't arrive. I do have extras and if you need one let me know as I will have them at the meetings. They are real handy to have, especially one at work as well as one at home. The "**Blue**" Roster replaces the "**Red**" one.

Don't forget that the December meeting is the official annual meeting for the members. **ISOA board** elections will also happen at the meeting, so vote and vote often for your officers.

*I hope everyone gets a kick out of the first full color issue of **Snic Braaapp**. Mr Fuji helped a lot by providing a easy electronic pictures. It is my holiday treat to everyone. I apologize to all of my newsletter editor brothers across the nation. I guess the color format does make it a hard act to follow . Why did Sir Edmond Hillary scale Mount Everest, because it was there? Why did the Stagmeister print Snic Braaapp in color, because he can? Don't worry, because I am cautioning the club about getting accustomed to the format as we will be back to good old two color printing called black and white. Doing it color requires obscene amounts of drive space and above all time. If we don't catch up with you all at the December meeting, I hope you all have a safe and joyous holiday and will see you all at the Big Bash in January!*



Till next month,
the Stagmeister



Fems

FEMININE NAPKINS

Now! A better-fitting napkin you can wear and forget!

You're confident . . . carefree . . . ready for all outdoors. At long last, here's a feminine napkin you can wear and forget!

Fems feminine napkins fit better and absorb better. Long enough to fit securely—yet there's not an ounce of extra bulk.

Now your napkin stays put even under stress, thanks to the extra length of the tab ends. What a feeling of security!

Forget about stains. Wear your nicest

things, knowing there's a protective safety-cushion to prevent accidents, whether you're seated or moving about.

Forget about shifting and binding. Better-fitting Fems feminine napkins are made to adjust to your body without discomfort—no matter how active you may be.

Forget about chafing. Touch the chafe-free covering to the inside of your wrist, where your skin is extra sensitive. No wonder

Fems bring welcome relief from chafing.

Fems absorbs quickly. That's another protection against chafing. And both the covering and inner materials are designed to keep surfaces comfortably dry, even during the heaviest flow.

Would you pay a few cents more for all this extra comfort and confidence? Of course you would!

Next time, wear Fems—and forget!



FEMS is a trademark of Kimberly-Clark Corp.

No, your eyes aren't deceiving you - this is the very first full color edition of Snic-Braaapp. It almost reminds me of the old black and white TV shows of the mid-to-late 60s that changed to color and placed a huge "IN COLOR" banner at the bottom of the title screen, or those "Police Squad" episodes of the early 80s. I just hope I'm not the Special Guest Star that always got killed in the opening sequence of Police Squad!



For those of you who need help in putting your holiday gift shopping lists together, here are a couple of suggestions:

The fabulous 1999 ISOA Calendar for only \$5. Better yet, buy three (for only \$12) and save some cash while helping out the ISOA treasury. Lots of great pictures!

You will find a couple of actual magazine ads reprinted in this issue that our members have found in their travels. We've been holding them until we had the perfect opportunity to print them. Special thanks are due to Ryals Cheek for the hairpin ad (donated to Joe's collection) and Ann Buja for the TR3 ad.

Consider this edition of Snic-Braaapp to be your very own Limited Edition collector's item - we'll be returning to the pleasant world of black and white next month.

Back to business. The December meeting is designated in the bylaws as the Annual Meeting of the Members. We will be electing nine people to the ISOA Board of Directors for 1999 at the December meeting. The directors will then pick the officers for the coming year. The following people were nominated at the November meeting:

- Jack Billimack
- Ann Buja
- Tim Buja
- Ken Kendzy
- Irv Korey
- Joe Pawlak
- Sheri Pyle
- Jeff Rust
- Dave Shedor
- Bob Steele

Nominations for additional candidates will be taken just before the ballots are distributed at the December Meeting of the Members. If you'd like to be on the board, feel free to ask someone to nominate you, or even nominate yourself. Room will be provided on the ballot for last-minute nominees.

While we're currently working on a list of events and dates for 1999, we're always open to new ideas. If you'd like to host an event, or have an idea for a new event, please feel free to mention it to any of the Board members.

Display your club logo with a brand-new ISOA regalia item - 8" round magnetic ISOA logos are now available for only \$10. Most of us (sorry, Jeff) have sound British steel that will hold this fine logo firmly in place just about anywhere on our cars - perfect for shows and the like. See Sheri Pyle at the December meeting to get your very own magnetic logo.

Keep the shiny side up, Tim

The Detroit Triumph Club is putting together a lighthouse tour of Western Michigan from Muskegon to Traverse City along lake Michigan (since there are not too many lighthouses inland). The date of the tour will be Friday thru Monday, June 25-28.

- June 25
- Drive to Muskegon
- White River Main Lighthouse
- Tour to Ludington
- Big Sable Point Lighthouse
- Overnight in Ludington



- June 26
- Tour to Manistee
- Manistee North Pier Lighthouse
- Tour to Frankfort
- Port Bestie Lighthouse
- Tour to Glen Haven or Glen Arbor
- Overnight in Glen Haven or Glen Arbor

- June 27
- Tour to Northport
- Grand Traverse Cat's Head Point Lighthouse and Museum
- Tour to Old Mission Point
- Old Mission Point Lighthouse
- Overnight in Traverse City

- June 28
- Tour home

Mike Bilyk. DTSC

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

Return of the Enji

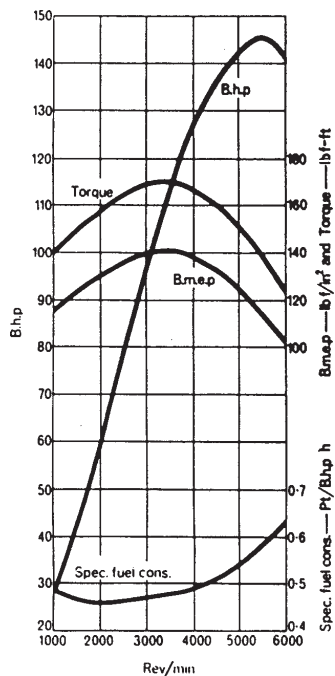
By: Joe "Stagmeister" Pawlak

This is the third in a series of stories documenting the restoration of a Stag. It's been a while since the last article. The first, titled *Quest Wars* involved the search and rescue of a 1973 Stag from the hands of a manic mechanic and the DPO who was financing the venture. The second in this series was the *Stagmire Strikes Back* which covered the weekend in reviving and driving the car after a multi year dormancy. The current installment of *Return of the Enji* covers the rebuilding of the engine and drivetrain.



Before we begin on the actual rebuilding of the motor, it would be unfair to not cover the history of the only Triumph designed and manufactured V8. This overhead camshaft engine is an eight-cylinder version of the PE104S; a 1709 cc four-cylinder engine produced since 1968 that was used in Saab 99 cars. Many components and manufacturing tooling was used in the production for both engines. The technical specifications are pretty good even by today's standards. The engine has a bore diameter of 86 mm and a stroke of 64.5-mm giving it a swept volume of 2997 cc's. The stroke:bore ratio is relatively low at 0.75:1 giving it a mean piston speed at 5500 rpm of only 2330 ft/min. Because of the V arrangement of

the cylinders and the small stroke, the overall height of the unit is only 26 inches, length of 27.5 inches and a width of just under 24 inches. The package while small does fill up the engine bay of the Stag. Performance curves of the stock engine are shown in figure 1. Aluminum alloy diecastings comprise the cylinder heads.



Overhead cams actuate piston tappets that drive the intake and exhaust valves. An aluminum alloy induction manifold connect a pair of Stromberg 175 CDS to the engine. The drivetrain was either a Borg Warner Type 35 or 65 automatic transmission or a 4-speed manual with an overdrive unit. Approximately 80% of all Stags came equipped with the automatic, with the manual transmission being a bit rarer. All manual Stags should have an overdrive unit, however rumor has

it that some of the units were removed at the dealership and installed in other TR's. This allowed the customer to pay for something he didn't get and allowed the dealer to sell a overdrive unit option to a TR6 owner. Quite the racket. My car has the Triumph V8 (no wimpy conversion) along with a 4-speed gearbox and overdrive, not too many of these around.

The original condition of the car while physically solid was pathetically maintained. As far as trusting the maintenance and mechanical condition of this motor, well I'd sooner trust the president of the United States with my daughter. Despite getting it started as covered in Part 2, *The Stagmire Strikes Back* story, I knew a rebuild was going to be required. If anything, spending the money to baseline the components and



the assembly of the motor the right way would be a wise investment. This motor deserves and needs some respect. Once you've decided that a quality rebuild needs to be done, set the budget from realistic cost projections and factor in some extra for those unforeseen problems that WILL crop up. You can spend \$2000 on a bad rebuild just as easy as \$2200 on a good one. Some of the ailments of the Stag V8 are justified, but knowledge is power

and you can use this as leverage to do things right. One of the more difficult operations in a engine rebuild is not getting the parts, nor the assembly but rather seeking out a quality machine shop. I'm not talking about some chop shop that does Chevy 350's all day long, but a shop that is experienced in giving the Triumph engines the attention they need. Remember do it right the first time and then you won't be back into the internals of that engine in your lifetime. My neighbor is a Mac Tool dealer and I asked him if he knew of some specialty engine shops that he has dealt with. He directed me to Andressen Engineering in Woodstock (formerly Crystal Lake). I visited him at his shop to do three things. First, to talk with him about this

knowledgeable owner and someone that doesn't talk to you like you are a idiot while



Bent rod, crashed piston. Rimmer Parts books, lifeline for a Stag.

particular rebuild. This talk would serve two purposes. One to see what kind of guy (knowledge) he is and to see if he was a "yes" man to drum up business no matter what it was. The second item was to look at the shop itself. Was it clean, organized and did he have the equipment to do the work. Remember some shops are not equipped with everything, which makes them a sort of a general contractor that would tack on 10-20% to your bill because he's sending all the work out to other shops. Third was experience in dealing with these specialty engines. The folks here are experienced with the unusual, including race engines that also involve Formula 1. Tom Andressen was versed in working with Triumphs. He said the British propensity to shim everything to get things to spec out requires him to make multiple measurements. Fortunately the Stag motor isn't a "shim it" to make it fit monster. Well he passed my rough criteria.

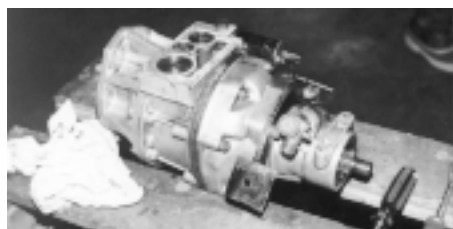


Oh and the best part is his prices are very reasonable.

Rather than make this sound like a Andreesen Engineering advertisement, I assure you I get no compensation for these recommendations. It is just that it is rare to find a quality shop, a decent

chomping a half eaten cigar and spitting at your feet. They aren't the quickest in the area, but then you don't want to rush things. A couple of other club members have had work done there and were happy (Tim to have his Stag motor done and Jeff with his TR6). Now back to the rebuild.

The most stressful part of a Stag engine rebuild is the removal of the heads. The heads are held to the block by a stud arrangement that has a total of 10 studs. Half of these studs are perpendicular to the block and half are inclined by 16 degrees. This means that in order to get the head off you must get at least one row of studs completely out. Given the potential problems of previous abuse of coolant maintenance, this has the possibility of one massive nightmare. There are many Stag head removal horror stories that would make you swear off the hobby altogether. I think I will co-author a future article with Tim Buja and Steven King on head removal horror stories. The problem is that the studs "weld" themselves in place in two areas. This is done by corrosion between the stud and about 5 inches of surface area as they pass through the head. There are volumes written on the extraction process, but I



was lucky. Before removing the head, you first remove the cam drive sprockets from the cams. In a stroke of maintenance genius, our beloved Triumph engineers had the foresight to incorporate a holding bracket for the sprocket and chain so as to not drop the whole shot into the bottom recesses of the block. Once the sprocket is unbolted, it then gets attached to this bracket and holds it there in until you need to reverse the process. Because I was aware of stud extraction problems, I liberally applied 2.3 gallons of Liquid Wrench to each stud over a 3-day period before extraction would commence. Each of the studs is slotted at the top so once the nuts are removed a large screwdriver or equivalent can be

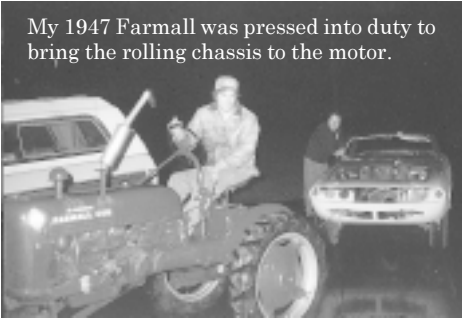
used to back the studs out. Oh how gullible, foolish nimrods we are. Those slots are there to let you torque the screwdriver around and snap off one side of the slot making the screwdriver a tool no longer needed in your head extraction operation. You can then put your



screwdriver away so your work area is not so cluttered. Double nutting the stud would have to be the way to go. I was able to get most of the studs out with the exception of a few stragglers. I only needed to buy a new set of vise grips so I consider myself lucky in that I didn't run into major problems.

With the heads off, the initial inspection process revealed some problems. Besides being a carboned up mess, the right side head was damaged. A good size chunk of casting from the head was missing near one of the cylinders and extended real close to the edge of the bore. More on this later. Another problem I saw was the indentation of valves on the top of one of the pistons. Mr. Piston meet Mrs. Valve, this is a relationship that never works out. As luck would have it, I just happened to

have a brand new right side head that came with the car. The left side would be looked into but I'd replace the right side.



My 1947 Farmall was pressed into duty to bring the rolling chassis to the motor.

The last cursory problem I saw was the jackshaft. This drives the water pump, distributor and oil pump and was starting to dig into the bearing surface area on the block. This will need to be repaired. So out with the engine, some pressure washing and off to the machine shop with the block, left side head and flywheel. If you want to make friends with your machinist, wash down the stuff first. Yes I know they clean it up anyway, but still it is in good taste to give them a relatively clean block to start with.

After a few weeks I got a call with a list of parts that was needed. Looks like a set of 20 over pistons, bearings, valve guides but no valves were needed. One additional part caught me by surprise. The request for a connecting rod was added to the list. Seems we had a bent rod in our midst. All in all the engine received a new set of pistons, a new crankshaft with bearings, the jackshaft machined and the block sleeved, new guides in the head, flywheel resurfaced and of course one new connecting rod. I had the boys assemble the short block and I finished the job by refitting a new water pump, installing new timing chains and fitting the heads. Once assembled, the engine looked great, almost too good to start up.

The transmission rebuild went well. We did the rebuild during the 1997 ISOA transmission clinic. The main reason for the rebuild was to address a couple of weak synchros in first and second gear. I ordered up a complete rebuild kit that came with new synchros, gaskets, bearings and other miscellaneous parts. The Stag transmission is almost identical to the TR6 transmission with only some variations in gearing. We did do some

comparisons of some of the parts and one of the noticeable items were the relative weight of the Stag synchros compared to the TR6. For the most part, dimensionally they were identical but it seemed that they were made with a heavier material. Good or bad, can't really say but these came from England while the TR6 ones were sourced from TRF. The clutch fork was fixed via the 3/8ths hardened bolt and roll pin retrofit. Do not ever consider repairing the fork with that stupid taper pin as it will only shear again. I did not do anything to the overdrive unit except clean it up. The transmission was



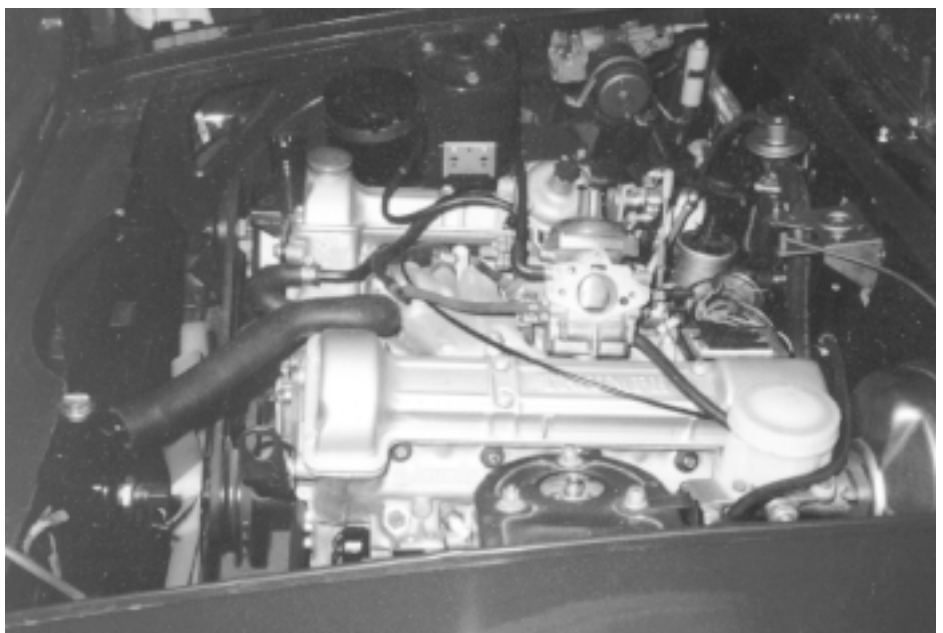
reassembled and with the resurfaced flywheel, new clutch, pressure plate and throwout bearing, the drivetrain was done. When I got the transmission home, I fashioned a motor to it and ran it up through the gears. I also hooked a battery to the overdrive solenoid and actuated the unit as well. No noise and things were moving around in it quite nicely.

Total rebuild cost with parts, machining and short block assembly was just under

\$3000. Just a bit over budget, but then again it had to get done.

The faithful day came to place the engine back into the car. Since I was doing a total restore, the engine bay had been stripped and repainted. The rest of the car was still in primer, but the engine bay was all ready to go. I installed the clutch and pressure plate and was just about to mate the transmission to the block when Tim, Jeff and Jake showed up to help out. I had rigged up an engine hoist in the garage that would raise the engine fairly high up. The problem with the Stag is that you need a crane to get the whole thing high enough to clear the nose of the car. With the engine and transmission all assembled we raised the block and trans as high as my 10 foot ceiling would allow. We needed to get the rolling chassis from my neighbor's garage and bring it back to the house. So Jeff, Tim and I saddled up my 1947 Farmall Tractor and retrieved the thing. The car was chained to the Farmall and Tim and Jeff were needed to perform brake duty ala Flintstones style since there were no brakes in the car yet. We got the car maneuvered into place, and the engine was dropped in without major incident. We got a couple of bolts put into the engine and transmission mounts, got cleaned up and rushed to make it to the ISOA meeting that Sunday evening.

Next month Return of the Engi, Part Two or Haven't I've seen you start before?





I always get some insurance propaganda in the mail and this one from Geico Insurance caught my eye. It seems they had a red TR4 featured throughout its literature.

Call for a FREE rate quote . . .



and get a FREE phone card!

See inside for details.

Bob "Suds" Streepy is shown here demonstrating the extremely rare Triumph Air Bag system on his TR6. This air bag deploys during sudden stops when passing by establishments offering two for one refreshment specials.

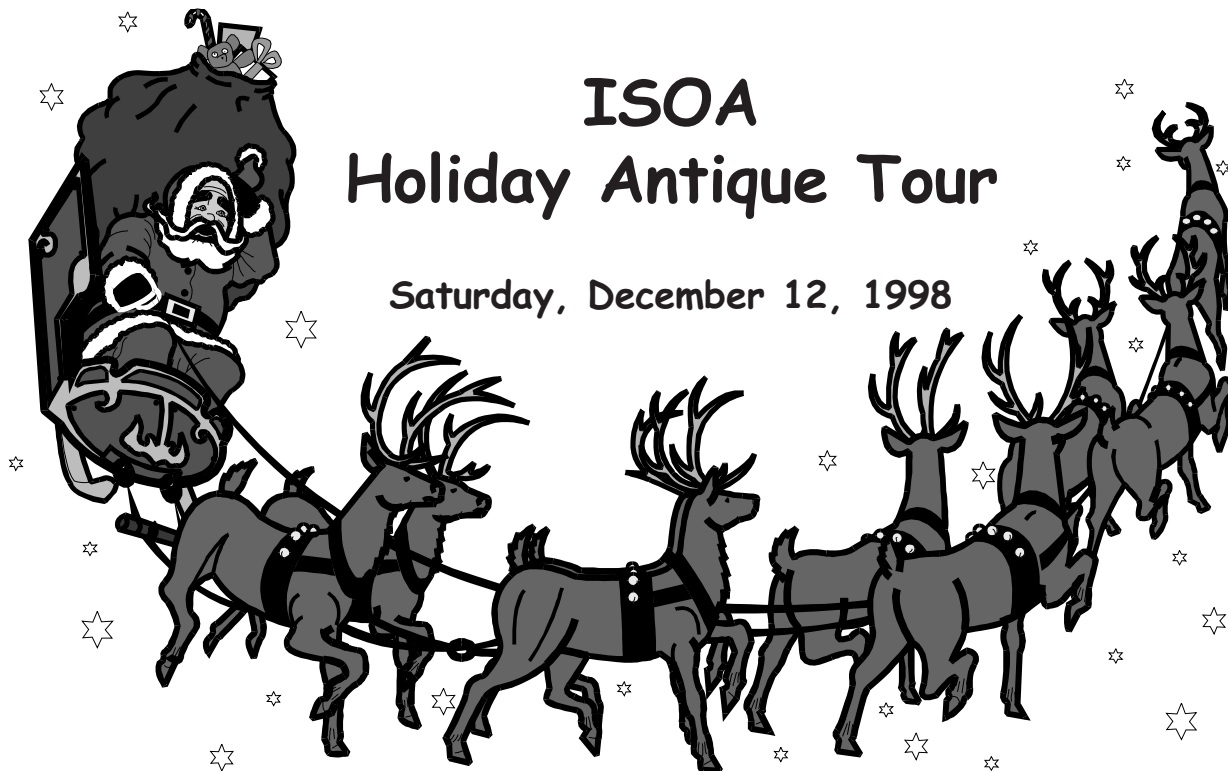
Random Misfires

by the Stagmeister

A few months ago it was noted in this very newsletter that Steve "Drippy" Yotts '67 TR4A was leaking some coolant after the Oakton show. We warned him to fix the leak but he hesitated and now somebodys beloved pet has fallen by the wayside. Stop this senseless waste of glycol before another pet gets hurt!



The picture above comes from the photo archives of one of our members. We won't say the year it was taken but can you guess who this mystery man is? If you haven't a clue, we might reveal this motorcycle stud muffin at the 1999 ISOA Big Bash in January.



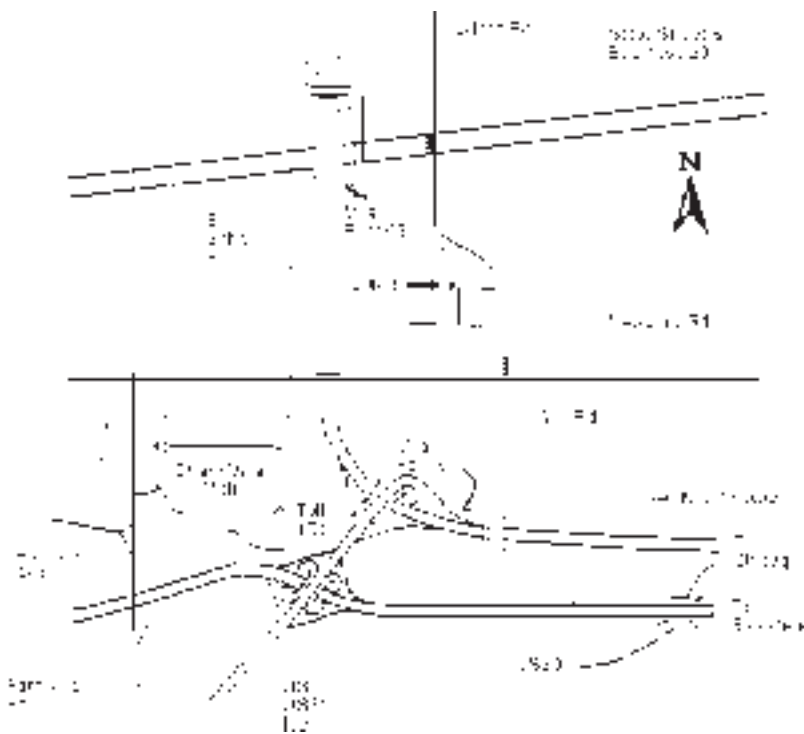
ISOA Holiday Antique Tour

Saturday, December 12, 1998

Looking for that unique Christmas gift? Join fellow ISOA members on a fun filled day of shopping in Wisconsin's Largest Antique Mall, the "Columbus Antique Mall & Museum", in Columbus, WI. Plans are to gather at The Buja house (see map below) between 7 - 8 am. Coffee, juice and rolls will be on hand to energize the shoppers before we venture up to the Land O' Cheese. Carpools may be formed based on the amount of time people have available. It takes approximately 1.5 hours to drive from Rockford to Columbus. The Mall closes at 4 pm, so dinner plans will most likely be back in the Rockford area.

Don't forget, the male members are invited, too! Make your wife happy and remember to bring the checkbook.

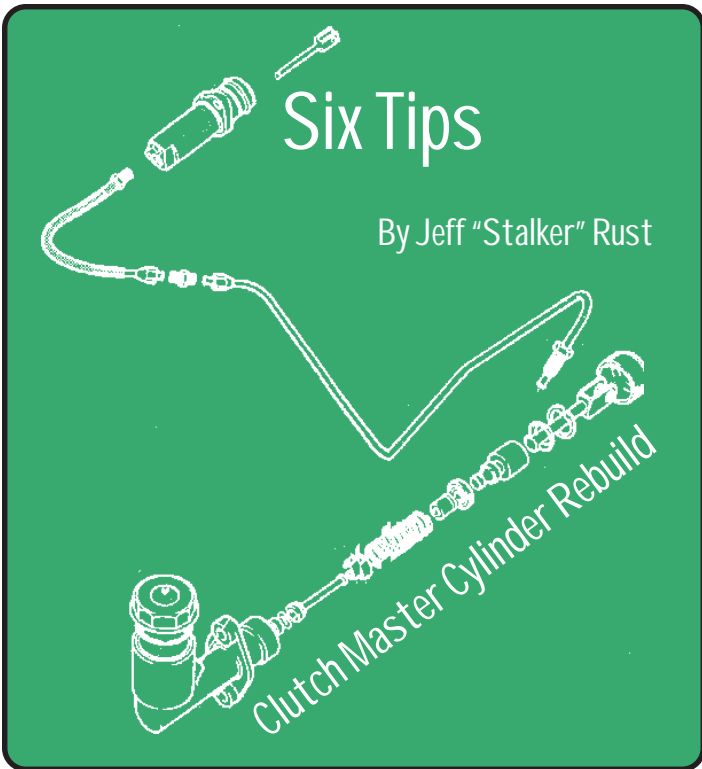
Don't let travel distance keep you from participating! Please contact Ann or Tim if you would like to "camp in" on Friday or Saturday night.



Ann and Tim Buja
1173 Butler Road
Rockford, IL 61108
(815) 332-3119

*Remember this is the last chance to get
 ISOA Cup Points for 1998!*

Departing from The Buja's at 8:00 am Sharp!



put on with visegrips, the main spring can still be in perfect shape. I'd like to take this time thank the member that gave me that bucket of trashed clutch parts at the swap meet last year.

And now for a short NAPA commercial. Somewhere in my travels I happen to pickup the "One-Man Brake Bleeder" NAPA part #700-1147. Being an embarrassed owner of the K-tell "In the shell egg scrambler", a "four level food dehydrator" and other assorted late night television tools I would like to distinguish this one as a tool that really works! Being void of a wife or any otherwise useless offsprings has it's disadvantages in times of engine removal and clutch/brake bleeding.

This "One-Man" is no more than a one-way valve within a rubber hose with a spring around it. You push it on a bleeder nipple backed out one turn and pump the peddle until it's hard. That's it. No begging, no new shoes, no big food bills, no nose ring trauma, just pump.

Sidebar:

While there are conflicting opinions on the advantages and disadvantages of silicone brake fluid, everyone is in agreement that "regular" brake fluid will destroy every seal in your TRIumph hydraulic system. Use only Castrol DOT 5 and then only if you truly believe that you, unlike the original manufacturer and every mechanic on earth, can repair a TRIumph hydraulic item so it will never leak all over your new (or original) paint job.

Me? I use Silicone brake fluid "IT DOESN'T EAT PAINT". I don't care if it's made from baby seals and whale oil and it contributes to enlarging the ozone hole. I repeat, it doesn't eat paint.

Every ten years or so a certain amount of attention must be given to the hydraulic system. Even the best silicone fluid gets roeggy after awhile. (See sidebar below) I say "ten years" because at twelve the whole mess goes to shit.

A couple of weeks ago my six decided some bonding was in order for the two of us so it puked it's clutch master cylinder. Even though I did the silicone implant thing years ago, the six very neatly took out all clutch operation without spilling a drop of fluid.

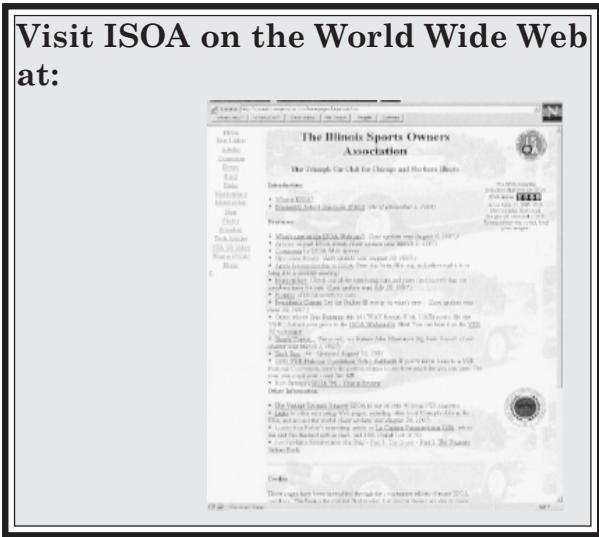
Upon disassembly of the master I found the main spring was broken into four pieces! One of the sharp ends had worked its way under a seal and into this article. Thank god it waited until AFTER the twenty-five hundred mile journey east to TRials '98.

What I had forgotten over the past twelve years was how really easy it is to rebuild the clutch hydraulics on a six. Two half inch bolts, a cotter pin and a half inch fitting and your walking away with the master.

Needle nose the snap clip at the end, shove an air compressor hose in the out hole and blow out the guts. The rest is reassembly.

Rebuild kits have great pictures for when you get lost and all the parts you'll need are included ... except the main spring.

One thing to note is that no matter how bad a clutch master may look, even with a broken casing and a torn cap





1998 ISOA Fall Tour & Campout

By: Joe Pawlak

The organizers of the 1998 Fall Tour ordered up some superb weather for the event. Quite a group showed up that started off with lunch at the famed Chick N' Dip in Hampshire Illinois. Most everyone got served except people from Park Ridge, so Ken

and Arlene had to wait. I think they couldn't decide between ordering a hamburger or a hamburger. Bob Streepy got served and it filled him up so well that he didn't feel like eating the rest of the day. 19 Triumphs and one TR-Chevy Van headed on the route that would ultimately take us to Lowden State Park and the Turkey Testicle Festival in Byron Illinois. We scooted north of Hampshire to Union, where we passed the Illinois Railway Museum (future ISOA activity?). From Union we headed west along River/Marengo Road to Belvidere. A quick stop had to be made by the lead car to inspect a corn field on the way. A biological break was then conducted at a McDonalds in Belvidere. From there



we continued south through the corn and soybean fields of Illinois. Only minutes from our final destination in Byron, we had our first major



breakdown. Now if you think it was one of these stinkin' Triumphs that broke, think again. While we are to accept all of our British car brethren with open arms, it is sometimes real hard to keep an open mind with a MG (Mostly Garaged) around. Well Greg and Pat Hetzel's MGB dumped its clutch slave cylinder and they were without any real way of shifting gears without attracting a lot of attention. There were some parking lot heroics that got them going again and they headed back home to Geneva. Some of the group headed to the festival and the camping group headed to the campground to secure a site. Not quite the way we wanted to end the tour, but everyone was in good spirits and were still having a good time. Did I mention the weather being great.

On to camping.....

We had seven Triumphs that were going to camp Saturday night. We will refer to these cars as the Magnificent Seven. The brave soles of Sheri & Bill Pyle, Tim, Ann & Megan Buja, Ryals Cheeks, Bob Streepy, Steve Yezo & Significant Other Sue Hopson, Ken & Arlene Kendzy and Joe & Kathy Pawlak. It's amazing what we can fit in these cars when we put our minds to it. To help keep the amount of gear to a minimum, we decided that we would eat out Saturday night and Sunday morning. Chocolate bars, graham crackers, marshmallows and of course liquid refreshment was left the only food we needed to carry .



After the camp was set up and secured, we paid the State of Illinois our fees and were ready to head off to dinner. One interesting point was that the campground host (the lady who takes our camping



money), owned a Triumph soon after World War II. We speculated for a bit about what model her and her husband owned. We even tried to

beat it out of her with the hope she would remember. But alas the only thing she could remember is her husband calling her from work asking to be picked up because the car wouldn't start. I guess some things never change. The cars did draw quite a enthusiastic crowd when we were registering, that made us feel pretty good.

Well off to dinner at the Steak Pit in Oregon. Dinner was great and Sheri met her match with some quality primal yelling and screaming with the owner of the restaurant. The restaurant also had an eclectic crowd on hand. This may have been due to the type of beverages that were being served. After dinner we





headed back to camp. Once there we got the fire going pretty good. We piled the chairs around, burnt some marshmallows, drank a few brews and enjoyed the wonderful friendship we have because of these little cars and ISOA. The next morning we put the feed bags on once again at brunch that was being served at White Pines State Park. What a great drive that morning, the sun was out and it was another wonderful day. We returned to camp, packed up our gear and all scattered in various directions to head home. The biggest thing that made us mad about the whole camping experience with the Triumphs, is why we hadn't done this before! A new tradition has been started and we all can't wait until we do it again next year. The magnificent seven rides again, but this time we bring along a few more. *...do we have fun or what?*



Ken & Arlene's TR4 was lonely.....



.....and needed to snuggle.

Holiday 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-Us stores, the others are available through Triple-C. Get your requests into Santa now! TKB



How about a subscription to Triumph World?

\$39 Subscriptions are payable in advance by check, m/o, Visa, Mastercard, Discover or Amex.

EWA

205 US HWY 22

GREEN BROOK NJ 08812

TEL: (732) 424-7811

FAX: (732) 424-7814

Email: ewa@ewacars.com

JP



Some of the best dressed Triumph owners in Hampshire have insulated coveralls. These actually make a great gift! Much more practical than a stupid tie or a geeky sweater that won't ever get worn. Maintenance on these cars doesn't stop just because it gets a little cold outside. Make sure you get a matched set since occasionally you'll need your better half to help hold a part in place or pump that clutch pedal to bleed the system. Unfortunately they do not come with oil stains and road grime, you will need to supply those. They come with plenty of pockets to carry parts and tools. As a big bonus, they keep you very warm and dry. They can be purchased at many stores and catalogs. Ours were bought at none other than Farm and Fleet. I cheated when I bought Kathy's, she got hers for Valentines day one year. I'm such a romantic. JP

The Triumph Legacy Continues

By: Jenny Pawlak

Most of you probably don't remember me, but I'm sure you know my dad, Joe "the Stagmeister" Pawlak. Well, over the years, I've watched him recreate his little red Spitfire, and now his "new" toy, the Stag. On occasion, I've been called out to the garage to "hold this" or "lift that." After several drives with my dad where I wasn't allowed to even think of driving the Spitfire on my own, I finally got the chance. Much to my dismay, my legs were too short to reach the pedals and my hopes of having my own Spit were crushed. After the Spitfire, I had my sights set on Mr. Bean's car, the Mini Cooper, but the only ones I could find in the ads were too expensive. Then my dad brought home a TR-6 for a friend. I could



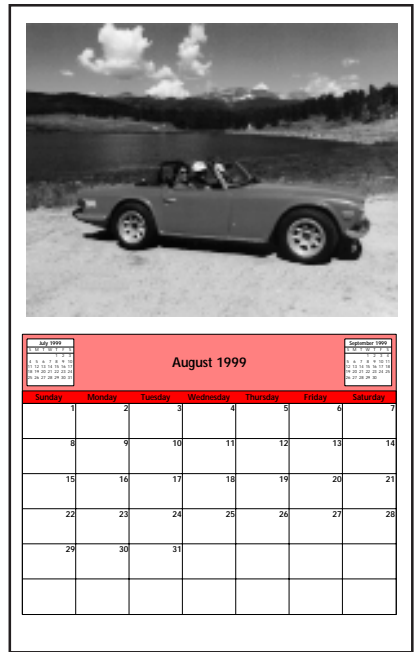
reach the pedals, a definite bonus. Days later, I heard that dad's friend might not take the car, and it would be mine by default. I was elated, especially after driving a rusted Ford "tank" for the past two years. Alas, the car went away, and I was once again without transportation; at least anything I wanted to be seen in. The final months of spring brought in a 1980 TR-7 Spider. My TR-7. I showed all my friends pictures of my little black "Spider" with the red racing stripes. It still needed some work, especially with the muffler. This summer, I stayed down here at the University of Illinois for a research project, so I needed a car in order to go grocery shopping and to get to and from my work site, and the TR-7 was perfect. While it was being tuned up, I had the family car, but I anticipated the day when I could drive my own car. The day finally came, and I gladly took it for a test drive. It took a little time to get used to the British gear positions, but all is well, and I continue to take my "Spider" for drives through the corn-filled countryside of Illinois. I look forward to filling my own garage with the Triumph family someday. I love these little cars, and I look forward to the next ISOA "drive-in movie" trip.



Jenny is the daughter of Kathy & Joe Pawlak and is a Biology major at the University of Illinois where she is working to get a Doctorate in Veterinary Medicine. Her formal ISOA membership application is of course "in the mail". It was her car we used for the TR7 Winkin' Blinkin' and Nod tech article.

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.

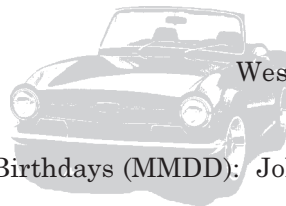


Welcome New Members

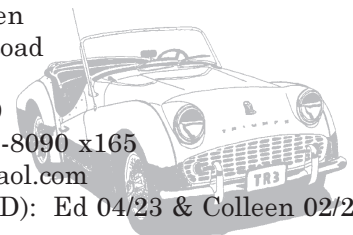
Drews, Jack
 514 N Vail Street
 Geneseo, IL 61254
 H:(309) 945-1196
 EMAIL: vintr4@geneseo.net
 Birthdays (MMDD): Jack 09/22
 61 TR4 V Racer



Dolezal, John & Linda
 4244 Harvey
 Western Springs, IL 60558
 H:(708) 246-0945
 W-Him:(708) 447-7023
 Birthdays (MMDD): John 04/01 & Linda 12/31
 74 TR6



Elzy, Ed & Colleen
 15609 E. Coral Road
 Union, IL 60180
 H:(815) 923-8869
 W-Him:(847) 437-8090 x165
 EMAIL: edelzy@aol.com
 Birthdays (MMDD): Ed 04/23 & Colleen 02/27
 64 TR4, 59 TR3A



Happy
Birthday

Mike Mueller on 12/02
 Terry Marski on 12/04
 Greg Hetzel on 12/05
 Jake Jaquet on 12/07
 Bob Kamholtz on 12/11
 Joe Byers on 12/13
 Bob Crowley on 12/14
 Donna Jaquet on 12/15
 Larry Pils on 12/15
 Ed Mitchell on 12/21
 Jason Smith on 12/23
 Pat Morse on 12/27
 Steve Wettengel on 12/29
 Ryals Cheek on 12/29
 Linda Dolezal on 12/31



Triumph Spitfire Mk 2—holds the road but hugs the corners!

Hairpins never trouble the Triumph Spitfire owner

though he may have to sweep them out of the cockpit

Without being the slightest bit ladylike, the Triumph Spitfire Mk 2 is a lady's car.

Not that the ladies go much for actually *driving* them, but you do see a lot of very talented passengers. Now why? What makes the Spitfire such a homage-wagon?

Possibly the way it's capable of reaching 90 mph with a deep, resonant purr—the sweet, unraucous sound of power.

Possibly even (or is this just a boffin's

dream?) the girls appreciate the Spitfire's mechanical charms: four-wheel independent suspension; the chassis; the 24-foot turning circle.

Or maybe it's the deeply padded bucket seats which hold them masterfully in snug reassurance.

But, you know what women are, probably they just like being seen in something that looks as if it came out of 'La Dolce Vita'. Not out of toyland.

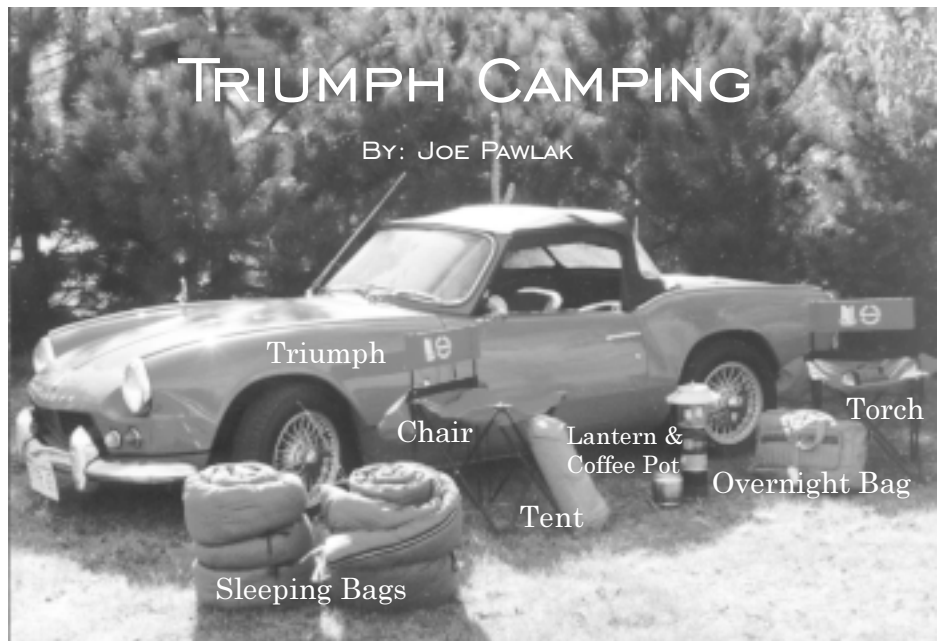
Or . . . wait a minute. Go to the mirror. Open your shirt, ruffle your hair. You don't think it's got anything to do with the type of man that drives a Spitfire?

Do you?

BY WORKS PRICE, INC., P.T.
TRIUMPH SPITFIRE MARK 2 E666.2.11
 HARDTOP MODEL E666.16.7
 OPTIONAL EXTRA: DISPERFIVE C57.7.11



Spending time outdoors, especially camping has always been one of our favorite activities. Whether you brave the elements with the top down on your Triumph or brave the elements during a camping trip, there doesn't seem to be that much of a difference. During our conservative years when Kathy and I weren't so carefree and reckless, we took several camping trips with our motorcycle. Packing a two wheel vehicle with camping gear took some creative arranging, but it worked and we had fun. Now that we are much more experienced, carefree and reckless, it seems to be fitting that we continue the tradition with the Triumphs. Compared



to the motorcycle, packing the Spitfire with camping gear is like having an Airstream trailer!

The type of trip and the requirements of the gear you need will greatly influence what you need to take. All I know is that if we could fit all our gear into the trunk and parcel ledge of the Spitfire, any Triumph would be capable. The current camping trip had a good representative of Triumphs that proved the point. A TR3, TR4, TR250, TR6, Stag* and a Spitfire all held enough gear to sustain us for the campout.

A mandatory camping equipment list of a tent, clothes and personal items, sleeping bags and torches (flashlights for you colonized folks) is the starting point. Tent technology is quite advanced and you can get a good size tent that folds up into a very small space. We will be investing in a new tent as our 2 man "pup" tent has outgrown its usefulness. Bonus items such as folding chairs are pretty much required for "around the fire" participation. There are "directors" chairs that fold up real nice and come with their own carrying pouch. They can be purchased at places such as Sam's or the Triumph emblazoned ones from Triple-C. Standard lawn chairs will work, but your TR should have a luggage rack for those.

Food and cooking become the items that put us over the edge as far as what can be carried. Even the minimal amount of cooking utensils needed to put on a meal pushes the limit. An all out coordination effort with a group can minimize this impact, but it's much easier just to patronize an area restaurant for meals. The two exceptions to this rule are a small cooler to carry *adult beverages* to be consumed around the fire and a coffee pot for the caffeine addicts in our midst. We have a small pot and a tiny single burner propane burner to prepare the morning fix.

So get your camping gear together and get ready to enjoy the outdoors with your friends and your cars. Camping with your Triumph is loads of fun!



*The Stag can be nicely equipped with a trailer.

Triumph “Guyness” Test:

Are you a real Triumph Guy? Take This Scientific Quiz to Determine Your Guyness Quotient

- 1. Alien beings from a highly advanced society visit the Earth, and you are the first human they encounter. As a token of intergalactic friendship, they present you with a small but incredibly sophisticated device that is capable of curing all disease, providing an infinite supply of clean energy, wiping out hunger and poverty, and permanently eliminating oppression and violence all over the entire Earth. You decide to:**
 - a. Present it to the president of the United States.
 - b. Present it to the secretary general of the United Nations.
 - c. Take it apart.
- 2. As you grow older, what lost quality of your youthful life do you miss the most?**
 - a. Innocence.
 - b. Idealism.
 - c. Cherry bombs.
- 3. When is it okay to kiss another male?**
 - a. When you wish to display simple and pure affection without regard for narrow-minded social conventions.
 - b. When he is the pope. (Not on the lips.)
 - c. When he is your brother and you are Al Pacino and this is the only really sportsmanlike way to let him know that, for business reasons, you have to have him killed.
- 4. What about hugging another male?**
 - a. If he's your father and at least one of you has a fatal disease.
 - b. If you're performing the Heimlich maneuver. (And even in this case, you should repeatedly shout: "I am just dislodging food trapped in this male's trachea! I am not in any way aroused!")
 - c. If you're a professional baseball player and a teammate hits a home run to win the World Series, you may hug him provided that
 - 1) He is legally within the basepath,
 - 2) Both of you are wearing protective cups, and
 - 3) You also pound him fraternally with your fist hard enough to cause fractures.
- 5. Complete this sentence: A funeral is a good time to...**
 - a. ...remember the deceased and console his loved ones.
 - b. ...reflect upon the fleeting transience of earthly life.
 - c. ...tell the joke about the guy who has Alzheimer's disease and one leg.
- 6. In your opinion, the ideal pet is:**
 - a. A cat.
 - b. A dog.
 - c. A dog that eats cats.
- 7. What, in your opinion, is the most reasonable explanation for the fact that Moses led the Israelites all over the place for forty years before they finally got to the Promised Land?**
 - a. He was being tested.
 - b. He wanted them to really appreciate the Promised Land when they finally got there.
 - c. He refused to ask directions.
- 8. One weekday morning your wife wakes up feeling ill and asks you to get your three children ready for school. Your first question to her is:**
 - a. "Do they need to eat or anything?"
 - b. "They're in school already?"
 - c. "There are three of them?"
- 9. You have been seeing a woman for several years. She's attractive and intelligent, and you always enjoy being with her. One leisurely Sunday afternoon the two of you are taking it easy—you're watching a football game; she's reading the papers—when she suddenly, out of the clear blue sky, tells you that she thinks she really loves you, but she can no longer bear the uncertainty of not knowing where your relationship is going. She says she's not asking whether you want to get married; only whether you believe that you have some kind of future together. What do you say?**
 - a. That you sincerely believe the two of you do have a future, but you don't want to rush it.
 - b. That although you also have strong feelings for her, you cannot honestly say that you'll be ready anytime soon to make a lasting commitment, and you don't want to hurt her by holding out false hope.
 - c. That you cannot believe the Bears called a draw play on third and seventeen.
- 10. Okay, so you have decided that you truly love a woman and you want to spend the rest of your life with her—sharing the joys and the sorrows, the triumphs and the tragedies, and all the adventures and opportunities that the world has to offer. How do you tell her?**
 - a. You take her to a nice restaurant and tell her after dinner.
 - b. You take her for a walk on a moonlit beach, and you say her name, and when she turns to you, with the sea breeze blowing her hair and the stars in her eyes, you tell her.
 - c. Tell her what?
- 11. When is it okay to throw away a set of veteran underwear?**
 - a. When it has turned the color of a dead whale and developed new holes so large that you're not sure which ones were originally intended for your legs.
 - b. When it is down to eight loosely connected underwear molecules and has to be handled with tweezers.
 - c. It is never okay to throw away veteran underwear. A real guy checks the garbage regularly in case somebody—and we are not naming names, but this would be his wife—is quietly trying to discard his underwear, which she is frankly jealous of, because the guy seems to have a more intimate relationship with it than with her.
- 12. What is the human race's single greatest achievement?**
 - a. Democracy.
 - b. Religion.
 - c. Remote control.

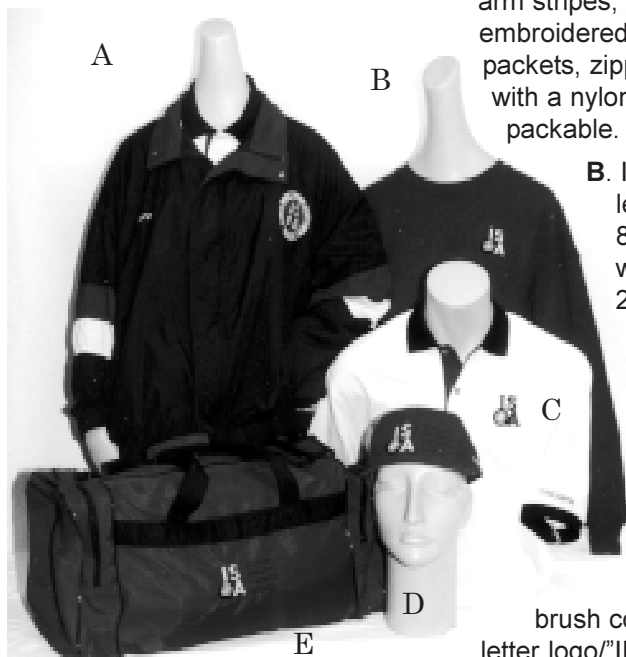
END OF TEST

How to Score:

Give yourself one point for every time you picked answer "c." A real guy would score at least 10 on this test. In fact, a real guy would score at least 15, because he would get the special five-point bonus for knowing the joke about the guy who has Alzheimer's disease and one leg.

Submitted by the Stagmeister

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.

Just In Time for Christmas! ISOA Club Logo Magnetic Signs

Proudly display your club affiliation with a 8" diameter magnetic ISOA Club Logo sign. Suggestions for use: inside the boot for storage and under the bonnet while at a show. Cost is \$10.00 and will be available at most club meetings and events.



ISOA Club Logo
on boot.....



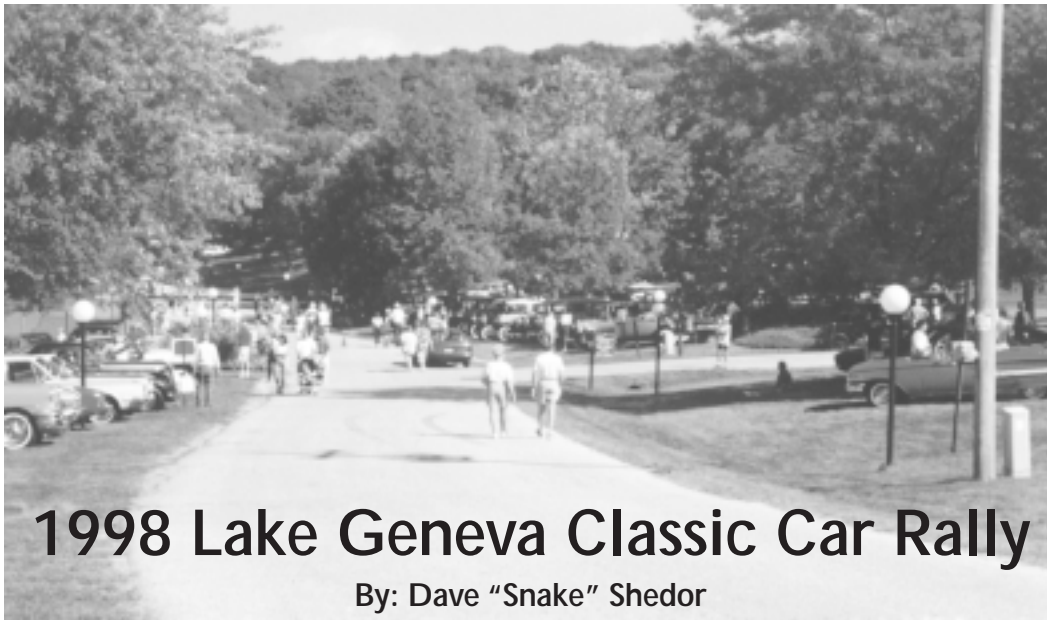
on door.....



on bonnet.....



on rust.



1998 Lake Geneva Classic Car Rally

By: Dave "Snake" Shedor

On the last weekend of September, the 21st Annual Lake Geneva Classic Car Poker Rally was held. It's an annual benefit for the American Cancer Society. What's a Poker Rally? For this event the old money resort region of Lake Geneva WI is divided up into five zones. You drive to at least 5 designated businesses, one within each zone and pick up a card to create a poker hand. Best hand wins. You pre-pay for the hands, get a map of stops and away you go!

The diversity of entrants is outstanding. You can see up close everything from a Presidential Packard Limo to a restored Jensen Healey or how about an unrestored 1917 Model T? A few years ago I told the owner he was an honorary ISOA member because he had a jug of water and a toolbox so big the trunk wouldn't close.

Weather permitting, vintage aircraft fly overhead. Because there is so much to do and see, this event has become an annual outing for my family. Over the years we have involved my sister Debbie and her

family with my brother-in-law's (Ruben) Gold Wing SE as well as neighbors of ours (Karen and Dolores) who own a beautifully restored 66 Mustang Convertible.

Like last year, Lake Geneva's Interlaken Resort and Country Spa was the host hotel. The facilities and the nearby downtown shopping areas, provide something for all the family members. We have made it a weekend getaway the last few years. This year the resort hosted a weekend



long MaryKay cosmetic's function, I've never seen so many pink cars in one place before.

The opening event is Friday night, a cocktail party at the home of a

generous participant. He calls it their "party house", with two bars, a 30+ seat home theatre, a dance floor with a smoke machine, etc, an air-conditioned four car garage (Jaguar sedan, early E-Type convertible, Aston Martin Lagonda and the previously mentioned Jensen Healey). The garage is air conditioned so the deliverymen don't work up a sweat when hooking up the kegs in the coolers so the beverages can be piped underground into the house! By the way, the house is decorated like an English Pub. We bumped into Greg and Pat Hetzel in the hotel lobby Friday afternoon (complimentary wine, cheese, ribs... Free food tends to attract ISOAers) and our party was growing. We caravanned to the "party house" on Lake Geneva's South Shore and parked right behind Corvette nut Dave and his wife Betty.

Greg and Pat got to park in the driveway next to an Auburn Roadster because the valet liked their TR3! Inside we joined Diane and Mike Mueller and Spuds Billimack. Like usual the quantity and variety of grub



was impressive. A brief warm rain didn't dampen anyone's spirit because inside you could throw darts, shoot pool, eat, drink, dance, watch movies, etc.

Saturday morning, neighbor Karen got all of us going for breakfast at Ellie's Pancake house outside Delavan. Her tour took us through beautiful downtown Delavan where we were treated to a Fire department "controlled burn" and associated traffic problems. After pigging out we caravanned back to Interlaken, during the drive my TR6 started making ominous rear suspension clunks. Mrs. Snake properly diagnosed the problem as a loose shock absorber. Thanks to everybody for helping prevent the car from falling off the spindly factory jack. We gathered up the troops (nice thing about our teenagers driving is trusting them enough to go off shopping on their own) and started the Poker Rally. The weather was absolutely fantastic; Saturday more cars were participating than I've ever seen. We stopped at Papa Cory's for cocktails and ran into Ryals in his TR6, which was the only time I saw him all weekend! For dinner we went to Popeye's (also a Poker stop) for a traditional

Octoberfest dinner, roast pig on a spit, spaetzel, sauerkraut, etc. After some souveniring and a little ice cream, we headed back to the resort to veg in the pool, whirlpool, and sauna.

Sunday morning was again beautiful, especially when I drove down to the staging area to get signatures for the waiver, which also registers ISOA as a club and we become eligible for special door prizes. Along came the Spuds, the Bujas, the Gills, Pat and Marilyn, Steve Yezo and Sue. The other beautiful part were three Ferraris, a Daytona, a 250 GT and a

250 California Spyder that people were actually driving! We parked the club cars together and got to watch the participants drive by, walk around, etc. while we picnicked. Before ISOA finished the Poker run itself, the neighbors and some of the women folk got front row seats for the awards presentation and guess what? ISOA won three bottles of liquor and 10 poker hands to use at next year's event.

Be there next year!!!
Thanks to Diane Mueller for the photos.



A Wheels Rallye Team Event

The Christmas Light Tour

To Benefit the
U.S. Marines'
Toys For Tots Program



December 12th

Ask anyone, The Christmas Light Tour is the road rallye that everyone can love. It's simple, fun and a real pleasure...plus you get the satisfaction of helping the fine program, **Toys For Tots**, conducted yearly by the U.S. Marines.

The Concept: A simple road rally that takes you to view the best Christmas decorations in the Northwest Suburbs. Be dazzled.

December 12th (registration at 6pm cars off at 7pm)

Start at Woodfield Mall west of the Firestone Auto Center (usually closer to Firestone than the usual rallye start point due to valet parking closure of our usual space - don't worry, you will find us).

Cost \$5.00 plus a toy valued at \$15 or more.

Information - Call Dennis at 847-784-8122

A Toys for Tots Representative will be at the December Membership meeting.



Marketplace



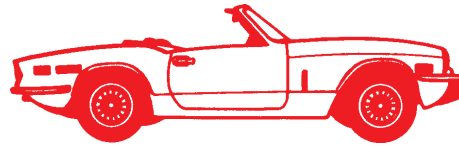
The place to buy, sell and trade almost anything Triumph related!

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

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)

TR3 Hardtop Rear Windows \$180. Plus 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 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)

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

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

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)

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 to buy: TR6 speedometer cable right angle drive adapter for A-type overdrive, p/n 120694; speedo driven gear & bearing assembly for A-type overdrive, p/n 147964. Tim Buja (815) 332-3119 or buja@compuserve.com (MAR)

Wanted: 1974 TR6 Spare rim/wheel, rear license plate light. John Dozeal 708 246 0954 (MAR)

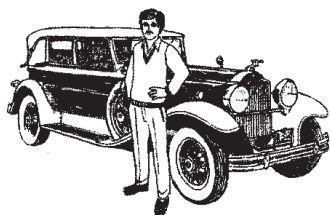
For Sale TR6 Parts. Doors, bonnet, fiberglass hardtop, engine parts, windshield, rear end, transmission clutch parts etc. John Dozeal 708 246 0954 (MAR)

Classified Submissions

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

Northwest Suburban

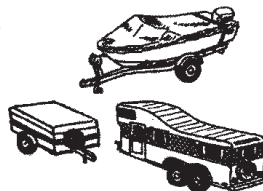
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