

\$2.00 Newstand Price



Snic Braapp



The Newsletter of the Illinois Sports Owners Association

January 2004

Giant Torque Wrench Showdown

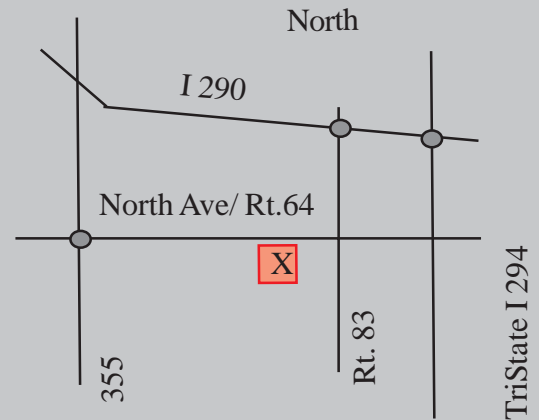


- A. Import 1/2" beam
- B. Snap-On dial
- C-D Craftsman 3/8" Digitorq
- E. Import 3/8" click
- F. Import 1/2" click
- G. Craftsman 3/8" beam

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), 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 first Sunday of every month, at Bill & Sheri's house at 320 Linden St. in Itasca, at 4:30 PM. Everyone is welcome to attend the Board meetings.



2003 Officers

President	Phil "the Factor" Fox*	630/662/7721 pejh73b@yahoo.com
Vice President	Joe "Stagmeister" Pawlak*	847/683-4184 stagfire@elnet.com
Treasurer	Sheri "Big Mama" Pyle*	630/773-4806 sherip@ix.netcom.com
Secretary	Bob "Suds-Hops" Streepy*	630/372-7565 trstreep@avenew.com
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Curmudgeon	Irv "Elwood" Korey*	847/831-2809 emanteno@attglobal.net
Membership & Webmaster	Tim "Tool Man" Buja	815/332-3119 buja@insightbb.com
Special Projects	Mike "Hands" Blonder*	630/832-4879 mmdbr@aol.com
Motorsports	Mark "Silo" Fisher	815/477-1517 maf_laf@compuserve.com
Meeting Stuff	Pete "Peetso" Eckstein*	peetso@aol.com
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Editor	Erik "Iceman" Quackenbush*	847/482-1673 editor@snic-braaapp.org

*Indicates on the ISOA Board of Directors

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 \$30.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

Send check to: Sheri Pyle 320 N. Linden St., Itasca, IL 60143



Publishers Note

This newsletter is printed each month with the help of the **Xerox 2060 Digital Color Press** (when in color) and the **Xerox Docutech 6180 Printer**.

The Prez Column



From the Board Members and the Officers of ISOA, we wish each and every one of you a Very Happy New Year!

Looking back at '03, ISOA had a very good year. Membership has increased, several members have purchased additional Triumph Motorcars, our monthly meeting room is almost filled to capacity each meeting, our technical clinics are very well attended, VTR '05 planning is almost complete, and We are having FUN driving our Triumphs!

Looking forward, we have the Big Bash in early January. Please get your photos to Mike "Hands" Blonder and your reservations to Sheri Pyle today! What a way to kick off the New Year with our Triumph Friends.

I suspect by now, our Triumph Motorcars are resting comfortably indoors with a full tank of gas/stabil, a fresh fill of 20/50 motor oil, and the battery disconnected and resting under your dining room table. If your wife asks about it, tell her it is an electric footstool.

Let's start the New Year off thinking about the Cubs/White Sox World Series this October. It almost happened last year and let's hope the Northsiders and the Southsiders can decide the outcome in the seventh game, in the ninth inning, at the last at bat. Go Cubs! Go Sox! Happy New Year!

Phil "the factor" Fox



From The Engine Bay

I would like to thank everyone who contributed to Snic-Braaapp during 2003, especially our publisher Joe "the Stagmeister" Pawlak. Please keep those articles and photos coming!

The official submission deadline is the tenth of each month, but please don't stop typing when the calendar goes up to eleven. If your last minute submission doesn't make it into this month's issue it will be appreciated just as much the following month.

After accidentally leaving last month's differential clinic with Joe Pawlak's torque wrench I followed his second suggestion (his first suggestion, while intriguing, is not anatomically possible) and took the opportunity to compare torque wrench calibrations.

I made some crude measurements by using 8 point sockets to connect the square drives of two torque wrenches together for comparison. I was horrified by the results.

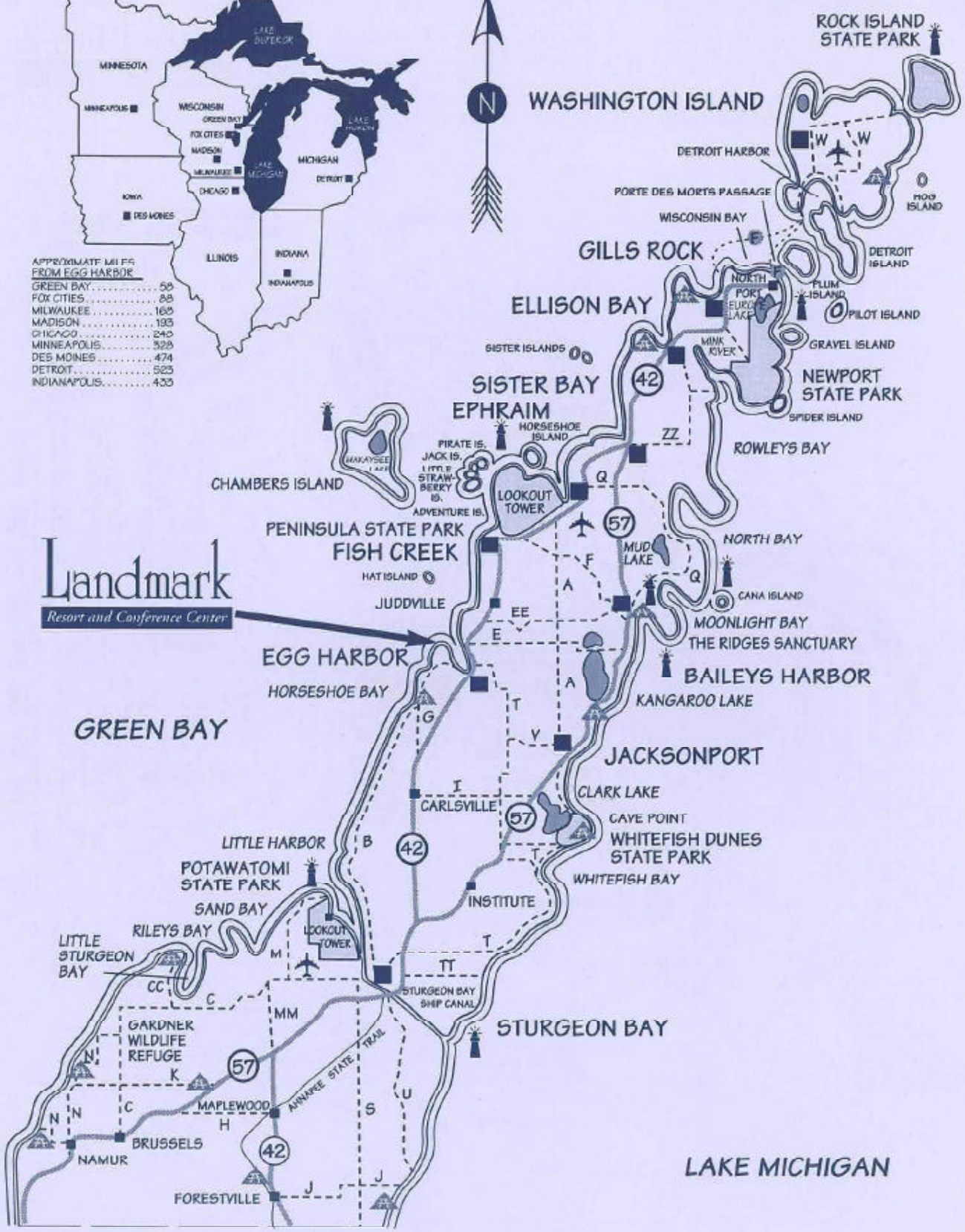
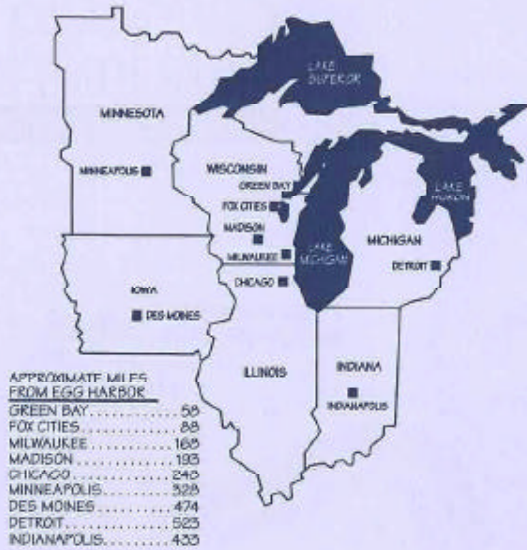
The Craftsman torque wrench that I've used to put on countless cylinder heads (well, four actually) and mount my brake calipers seemed to read 18% lower than it should. My cylinders could fill with coolant! My brakes could fall off!

At the urging of Ernie Hussman and Joe Pawlak (you know how those Stag guys feel about cylinder heads) I undertook a thorough investigation. Turn to page 20 for the story.

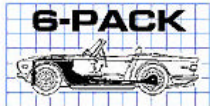
Erik

"Iceeman"

Quackenbush

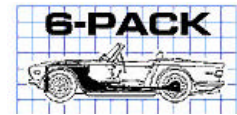


Landmark
Resort and Conference Center



TRials 2004

Door County Wisconsin



when: September 16,17,18,19, 2004

where: Door County Peninsula Wisconsin
www.doorcounty.com

who: Jeff & Karen Rust - Event Chairman
ITRMPH2@aol.com (815)874-5623
Ken & Kim Crowley
Mark Moore
Steve Groddy

Host Facility: Landmark Resort **
Egg Harbor, Wisconsin
800.273.7877 (mention 6-Pack TRials)
Suite rate Sun-Thu \$83 Fri-Sat \$120

Door County Peninsula is 250 miles of breathtaking shoreline extending into the waters of Lake Michigan. The small New England style towns and villages of Door County are a favorite retreat for artists and craftsmen and provide endless shopping and dining. Come relax and enjoy this unique atmosphere.

Proposed events for TRials 2004 –

- The first ever TR6 Tailgate Party
- World renown Door County Fish boil
- Tours and Rallies designed to help you experience the uniqueness of harbor driving
- Competitive TR6/TR250/5 Display and Concours Judging
- Usual 6-Pack Hospitality

So take next year and set aside 3 or 4 days to spend with friends, acquaints and the world's best sports cars in a wonderful corner of the Midwest known as “**Door County**.”

Event Progress reporting:

Send a blank email to ITRMPH2@aol.com with “**TRials 2004 Door County**” in the subject line to register for periodic email updates on **TRials 2004** and **Door County**.



You want to be here

A Visit from St. Lucas



Twass the week after Christmas and throughout old Chi Town,
not a Triumph was running, not even a Renown.

The redlines were stacked near the compressor with care,
in hopes that St. Lucas would fill them with air.

Casper and Lucille were nestled both snug in their sheds,
while visions of overdrives danced in their heads.

Old missus had promised, if I came through with a gift,
she'd polish my Yule Log [if you get my drift],

When out on the street there arose such a clatter,
I got off the old lady to see what was the matter.

Out to the garage I ran as fast as I could,
pushed on the opener, and tripped over Casper's hood.

The sparks from the Yule lights on my evergreen trees
made my driveway look like something stained by the Exxon Valdez.

When what to wondering eyes appears,
but an old Group 44 semi with eight tiny engineers,

And a nasty old driver so crabby and rude,
I knew in a heartbeat, it must be St. Luke.

More rapid than Woods Brothers, his pit crew they came,
and he screamed and he cursed, and swore at them by name;

"Now Stalker! Now Yacker! Now Elwood and Spuds!
On Toofus! On Toolman! On Gizmo and Suds!

To the end of the driveway, inside the stall,
now grind away, saw away, cut away all!"

As the Castrol that spews when your tach gets too high
as you try to keep up with some Corvette guy,

So into my garage his wrenchmen they flew,
with their boxes of tools, and St. Lucas too.

And then in a twinkling I heard on my bench,
the twisting and ratcheting of each tiny wrench.
As I drew in my head and was turning around,
in the garage St. Lucas came with a bound.
He was covered in grime from his hat to his shoes,
and his clothes were all coated with grease and with ooze.
A bundle of parts he had flung on his back,
and he looked like a peddler just opening his sack.
His eyes how so beady! His forehead so wrinkled!
His cheeks how so sallow, His nose like a pickle!
His thin little lips were drawn up like a bow,
and the stubble on his chin was as gray as they go.
The butt of a Camel hung loose from his lip
and a pint of Jack Daniels extended from the pocket on his hip.
He had a blank stare and his teeth were all yellow,
and he shook as he wheezed, like a bowl full of jello.
He was skinny and gaunt, a right scary old elf,
and I shuddered when I saw him in spite of myself.
A twitch of his eye and a twist of his head,
soon gave me to know I had something to dread.
He spoke not a word but went straight to his work
and crimped all the connections, and then turned with a jerk.
And sticking his finger inside of his nose,
he flicked off a booger, and out door he goes.
He jumped into his truck, to his crew gave a whistle,
and away they all flew like the down of a thistle.
But I heard him exclaim as he rode out of sight,
"Tighten the lug nuts asshole,
because this is no rumor,
If you forget to torque them, you'll wind up with the Boomer!"

By Clement C. Moore

[With a few updates by Suds Streepy]

Enough to Make You Spit

Full Restoration of a 1976 Spitfire 1500

Part 6B: Body Peel – *Take it all off*



In Part 6A, I mentioned that the body tub was taken to Strip-Rite in Union Grove Wisconsin. I did manage to pack up a few other items that would also get stripped. These included the trunk lid, the front corner valences and the rear light panel that was surgically removed from the old body.

Kathy and I went up on a Wednesday morning in September to pick the whole thing up. What came back is what you see in the photos. Once again Al at Strip-Rite did a wonderful job in getting me a full body tub back in it's original "birthday suit". The tub is now totally devoid of paint, rust and other crap that permeated the steel.

So why go through all this trouble and expense? There are two big reasons. The first is time. In order to adequately strip paint, clean off grime and expose rust it would take several weeks of labor and lots of materials (sand paper, Roloc Discs, stripper etc.) to accomplish the task. Conservative estimate

would peg this at about 40-50 hours. Oh sure you could do it in less time, but it ultimately shows up in the end product. I only spent about 3.5 hours prepping the tub (more on this later).

Second, stripping provides the base for a robust restoration of the sheet-metal. All marginal metal is exposed that may have been hidden if not for the chemical rust removal process. At this point you can start the task of welding any required components and repair of the panels.

There are often debates on whether to dip or bead blast auto bodies. They both have their plusses and minuses. One of the biggest minuses that people bring up about dipping is the problem of the stripping chemicals remaining within the body. This all depends on who does the work and how well the items were cleaned in the neutralizing bath. I have never had or experienced issues involving this. The greatest advantage of the dipping process is that it removes the rust within the seams, inside the rockers and many other hidden places.

Bead blasting cleans only the exposed areas and will not reach in the hidden areas, most importantly areas such as internal rockers and the seams. While it doesn't leave any chemical residue, the blasting material will be falling out of the pores of the body for years to



come despite how well you may of sealed up things. Jenny's TR7 Spider was not dipped but had the engine bay bead blasted. This was over 3 years ago and there is still some blasting material depositing itself on the carpets and driveway.

No matter which way you go, dipping or blasting is considered the best way in producing a quality restoration. They both require some preparation work before you take the parts in.

First all body filler needs to be removed. This can be easily done with a propane torch and a scraper. Probe around and scraped off what you can.

Second, remove as much grease and grime as you can. For the dipper, if you didn't, he would have to remove any obnoxious areas of grime to prevent excessive contamination of his chemicals. It doesn't have to be pristine, just the big globs removed.

For a blaster, many times the material just bounces off the excessive grime and they have to really clean it off to make bead blasting effective. Since they charge by the hour, your costs will go up.

Third any aluminum or "soft" metal parts have to be removed, if you don't they won't



be there when you get the body back. The chemicals used for rust removal will eat them away.

Fourth, remove as much seam sealer as you can. Any areas that did not get this removed will remain and the cleaning process will be less effective.

Remember that you have less than a week to get the returned parts under primer or they will start to flash rust. They are coated with a water soluble treatment to prevent flash rusting, but this has a finite life.

The next installment will progress to the replacement of the sheet metal, particularly the passenger side floorpan and the welding in of the rear light panel.



Joe "Stagneister" Pawldek

Project Totals

Current Phase
3.5 hours
\$765.93*

To Date
82.95 hours
\$1719.93

* *Dipping costs.*

What:

- Annual ISOA Party and Awards Night
- Great Company
- Beer
- Food
- Photo Show of 2003 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
 (Will the Wrongways find it this year?)

When:

Saturday January 10th
 6:30 Drink Time
 7:30 Dinner Time

How Much:

\$25/ person before
 January 4, 2003
 \$28/person after*



**Big
 Bash
 '04**

Please choose from the dinner choices listed below and have your reservation and \$\$\$ in to Treasurer Sheri "Big Mama" Pyle **by January 3rd to save you more money.**

Name(s): _____

Number of people attending: _____

Choice of Entree (indicate how many)

Fish (TBD) _____

Chicken (TBD) _____

Beef (TBD) _____

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

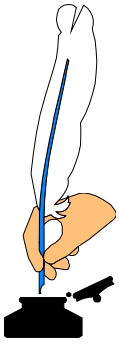
Check enclosed for \$25.00 x _____ = _____ (\$28 x after January 3rd)*

If you want but NOT required at this time, you can include your dues payment

2004 ISOA Dues + \$30.00 Total = _____

Bring your check made out to ISOA to the January meeting or mail to arrive by **January 3rd** to Sheri Pyle, 320 N. Linden St., Itasca, IL 60143

*amount subject to change.



December 7th General Meeting Notes

A group slightly in excess of 50 club members attended the December ISOA meeting at the Golden Pheasant, Sunday December 7th. President Fox opened the proceedings shortly after seven and introduced the wait staff, technical "experts" and board. Newcomers Greg Heidrich of Wheaton [TR3] and Dave Kenzler from Glen Ellyn [looking for a TR6] were welcomed. Sheri provided the world's briefest financial report by informing the assembly that "... The club is solvent." She also reminded us that the membership dues would increase by \$5.00 next year. [This is the first dues raise in eleven years and will be used to offset rising newsletter expenses.]



Billimack outlined the sequence of events. Among other things, he had the board has planned a clinic [part deux] for January. This wed by a combination rear hub/clinic in February, an electrical clinic and the tune-up clinic in April. Non-technical events include the Big Bash, scheduled for January 10th, The British Parts Swap Meet at DuPage County Fairgrounds on February 29th, The Chili Party in March and a bowling outing in April. Specific details and contact people appear elsewhere in the newsletter.

Jack also opened for discussion the time-honored tradition of monthly breakfast runs to occur during the peak-driving season. Tentatively we will reestablish this practice in April with a tour originating in the far western suburbs and rotating the point of disembarkment each month to a different ISOA region. More specifics will be published as we get nearer to the vernal equinox.

The November meeting included nominations for the 2004 board, with the

election to be held in December. The voting was held before the break and the following members were chosen to help direct the club's activities in '04:

Jack Billimack
Mike Blonder
Tim Buja
Phil Fox
Irv Korey
Joe Pawlak
Sheri Pyle
Erik Quackenbush
Bob Streepy

Please remember that any member can attend board meetings and hold office whether or not they belong to the board.

The December winner of the Peter M. Roberts was Stacey McReynolds for researching her car and demonstrating a willingness to perform the mechanical work on it. Other nominees were Tim Buja and Erik Quackenbush for working on our new club member web page and Phil Fox for helping Erik for moving several tons of batteries [Erik said his back was bothering him].

The Boomer went to Erik Quackenbush [who nominated himself] for taking the only torque wrench from the diff clinic before the bearing caps on Ernie's rear end could be correctly torqued. Joe Pawlak also received what we believe his was his first and only nomination for committing a typo on the new web page.

Pete Eckstein won the December raffle and we also welcomed two new cars into the fold: Pat Morse announced the acquisition of his '69 Morgan. [OK, maybe it's not technically a Triumph, but it does have a Triumph engine], and Dave Kayson, who *drove* his newly purchased 250.

Sheri and Billy informed the assembly that their 2000 was on the market and Ed Krakowiak announced that his TR6 was for sale. Bob Erikson gave a brief pitch for the LBC Company's trip to England [scheduled for spring] before the meeting adjourned about 9:30. With apologies for any unintentional errors or omissions, your humble and obedient scribe-

Suds



January 2004

Please contact the Events Coordinator,
Jack "Spuds" Billimack for event submissions
and to pick a date that won't suck.



Mo.	Date	Day	Time	Event
Jan	1	Th	11:00	"Heroes Happy Holiday Hangover Hassle". gimmick rallye. New Year's Day. Starts near downtown Chicago. Answer "Chicago Questions" and turn in answers by 3:00 PM. Contact ISOA's Kim & Bill Jensen for info. 815-729-9731 or stingo@ix.netcom.com .
	4	Su	4:30	ISOA Board Meeting (2)
	4	Su	7:00	General Membership Meeting (1)
	10	Sa	6:30	ISOA Big Bash. Elk's Club in DesPlaines.
	17	Sa	8::00	Hub/Axle Clinic #2. Bill & Sheri's Pyle's house. Contact Bill if you want to rebuild a hub or axle.
	24	Sa	9:00	Girlie Clinic (3)
	25	Su	1:30	2005 VTR Convention Planning Meeting. Buja's house in Rockford. Visit the Clock Tower Conference Center and discuss sponsorship levels.
Feb	7	Sa	7:00?	Whirly Ball-Tentative. ISOA Teams. Details to follow.
	7	Sa	9:00	Girlie Clinic (3).
	8	Su	4:30	ISOA Board Meeting (2) NOTE: 2 nd Sunday due to Super Bowl on 1 st Sunday.
	8	Su	7:00	General Membership Meeting (1) NOTE: 2 nd Sunday due to Super Bowl party in meeting room at Golden Pheasant on 1 st Sunday.
	21	Sa	8:00	Transmission Rebuild Clinic. Bill & Sheri Pyle's house. Contact Bill to reserve a "slot" if you want to rebuild your trans.
	28	Sa	9:00	Girlie Clinic (3).
	29	Su	8:00-3:00	Annual British Swap Meet (sponsored by MG Club of Chicago). Club will have info booth. Do you want one too?
Mar	7	Su	4:30	ISOA Board Meeting (2)
	7	Su	7:00	General Membership Meeting (1)
	20	Sa	3:00	Chili Party & Movie Night- Karen & Glen Manarik's home, 2215 Crystal Circle, Crystal Lake, IL 815-477-9080.
	?	Sa	8:00	Electric Clinic - Charging Systems - Phil Fox's house. Details to follow.
Apr	4	Su	4:30	ISOA Board Meeting (2)
	4	Su	7:00	General Membership Meeting (1)
	17	?	?	Race Go-Karts-Tentative. Buffalo Grove. Details will follow.
	24	Sa	8:00	Tune up & Carb clinic - Pyle's house.
May	2	Su	4:30	ISOA Board Meeting (2)
	2	Su	7:00	General Membership Meeting (1)
	22-30	Sa-Su	All day	"Drive Your British Car Week"
	28-30	Fr- Su		Champagne Show. New location. Hawthorn Suites, Champaign, IL. Registrar Dick Brown 309-662-3020. For more info, link to Central Illinois Triumph Owners Association through our ISOA site.
Jun	6	Su	4:30	ISOA Board Meeting (2)
	6	Su	7:00	General Membership Meeting (1)
	?			Peoria Show
	?			Wisconsin Show

	24-26	Th-Sa	All day	Triumph Register of America (TRA) Meet. Springfield, OH. Contact Suds Streepy (630-372-7565) for details.
	?	Sa-Su	All day	Spring Campout. Details to follow.
Jul	4	Su	4:30	ISOA Board Meeting (2)
	4	Su	7:00	General Membership Meeting (1) British Boots & Bonnets Show. Details to follow.
Aug	14-17	We-Sa	All day	VTR Convention – Richmond, VA. Details to follow or www.vtr2004.com .
	1	Su	9:00	Transportation Extravaganza at Illinois Railroad Museum. Free admission to exhibitors. Details will follow.
	1	Su	4:30	ISOA Board Meeting (2)
	1	Su	7:00	General Membership Meeting (1)
	8	Su	All day	North Aurora Auto Fest. Contact Stacy & Mike McReynolds for details.
	?	Su	All day	Orphan Auto Picnic. Contact Kim & Bill Jensen for details.
Sep	?	Su	4:30	ISOA Board Meeting (2)
	?	Su	7:00	General Membership Meeting (1)
	12	Su	All day	British Car Festival. Moraine Hills Community College.
	16-19	Th-Su	All day	6 Pack Trials 2004. Door County, WI. Contact Karen & Jeff Rust for details.
	25-26	Sa-Su	All day	Lake Geneva Classic Car Poker Rally & Show. (Also, Friday evening) Contact Dave Shedor for details.
Oct	3	Su	4:30	ISOA Board Meeting (2)
	3	Su	7:00	General Membership Meeting (1) Toys for Tots Fall Tour. Contact Dave Shedor for details. Fall Campout. Details to follow.
Nov	7	Su	4:30	ISOA Board Meeting (2)
	7	Su	7:00	General Membership Meeting (1)
Dec	5	Su	4:30	ISOA Board Meeting (2)
	5	Su	7:00	General Membership Meeting (1)

- (1) General membership meetings are held at Mack's Golden Pheasant Restaurant in Elmhurst.
- (2) ISOA Board meetings usually held at 4:30 PM on same day as General Membership Meeting. Check with board members for specific time and place. All members welcome.
- (3) Girlie Car Project. Organized by Sheri Pyle, the Girlie Car Project targets restoration of a TR3A by the women of ISOA. The women will do all the work. Will be a great learning experience and lots of fun. Contact Big Mama to learn work schedule and how to participate.

Road Rallyes

Interested in trying a road rallye? If so, check www.roadrallye.org for a schedule of fun gimmick rallyes held on Saturday nights throughout the summer and fall. Begin and end in Woodfield area.

Where's Your Favorite Neighborhood Triumph Drive?

Cruising and eating are pleasures common to all ISOA folks. This spring we hope to organize a monthly (or so) Saturday morning breakfast get-together followed by a pleasurable spin through someone's home turf. Theoretically, we'd start at 8-8:30 and end late in the morning. Members from all over are encouraged to find a great place for feast and fellowship and then lead a short (or long) tour featuring their favorite places to Triumph. One time north, another time south, another east – you get the idea!

Suds Streepy volunteers to kick this off in the great western suburbs in April or May. (Do places really exist where a great breakfast *and* beer are on tap?) If you'd like to pick up the baton and strut your neighborhood stuff, please contact Hands or any other board member.

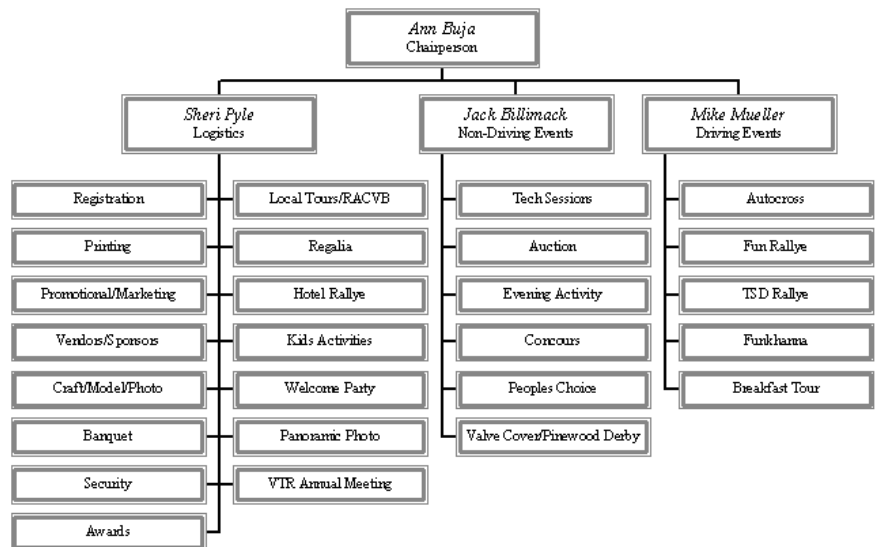
VTR 2005 National Convention Update Corner

This is the first of many VTR 2005 National Convention updates to come in the next 2 years. You guessed it – the VTR Board awarded ISOA the 2005 VTR National Convention during their annual meeting last week. I want to thank my co-chairpersons for helping with the final copy and all those who attended the two planning meetings in order to put together the proposal.

To begin with, we need to get working on the next two important items: (1) Which Triumph model to honor (why) and (2) a logo. We have told VTR our theme for the convention is “TIME FOR TRIUMPHS”. We are thinking of maybe using 2 different logo versions: a small embroidered left chest logo for polo shirts and caps, and a larger logo for a full t-shirt front. Remember the embroidered logo cannot be as detailed as the full front t-shirt logo and a maximum size of 2” tall by 4” wide (cap size). Please send your ideas for which Triumph model and/or logos to Ann Buja either by mail or e-mail (see below). The ISOA Convention Board would like to have all entries submitted by November 1st, 2003.

Below is a preliminary copy of the VTR 2005 Organizational Chart. If you'd like to be involved on any of these event/committees, please inform the appropriate co-chair (Mike Mueller, Sheri Pyle and Jack Billimack). We need a chairperson for each of the events listed, as well as workers. If you have any questions, please don't hesitate to ask. We want VTR 2005 to be better than VTR 1995 which is still being talked about today as “one of the best”.

Ann “Hammer” Buja
 Chairperson,
 2005 VTR National Convention
 1173 Butler Road
 Rockford, IL 61108-4702
 (815) 332-3119
buja@insightbb.com



The VTR 2005 convention committee has decided tonight that the convention will feature the 35th anniversary of the Stag and 50th anniversary of the TR3. During the meeting, I heard Joe Pawlak lay down the gauntlet to former President Mike Blonder, with the following wager:

Joe bets Mike that there will be more Stags than TR3s at the 2005 convention. The loser will have to moon the assembled multitude at the awards banquet. (This may change over time in order to keep it a family-friendly event!)

Since I did not hear any mention of TR3A or TR3B models when the bet was accepted, the winner will be determined strictly on the number of registered and attending Stags produced between 1970 and 1973 vs. TR3 models produced from October 1955 through the end of 1957. "Wide-mouth" TR3As and Bs sold between January 1958 and 1963 will not be included in the count.

-Tim “the toolman” Buja

ISOA Parts Hall of Shame



separation anxiety

This engine mount was installed in my TR-250 in the spring of 2000.

Tim "Yacker" Smith

Off the Marque

Here's an excerpt from a toy catalog we received this holiday season.



RIDE-ONS

Attachable wench adds to real Hummer adventures

Our Kid-Powered Hummer

Our Hummer is loaded with authentic details and features: engine sound; working headlights, brake lights, and turn signals; removable doors and windshield; authentic tires with rubber treads; all steel chassis; adjustable seat back and steering wheel; towing wench that stretches 80"; and hand brake. Assembles in 10 minutes. Requires 6 "AA" batteries. Maximum capacity 100lbs. Distance from seat back to pedals 15½" - 23". Size 47"l x 21½"w x 19¾"h, Weight 39lbs. (Age 3-8)

Please allow an additional week for shipping.

Hummer Pedal Car #5285 \$179.99



Unique grind plate

Chilifest 2003: A Collegiate Theme

Everything is ready...

Along the wall between the kitchen and dining room is the "Chili Runway" with room for eight crock pot creations. Underneath lay ready enough extension cords and power strips to light up a small community. Every counter top is cleared and ready for overflow. The Kitchen table, reserved for appetizers, displays a small but growing collection of Chili related serving treasures from around the world.

In the middle of the table is the special live ornamental chili plant (yes, this thing is real!) I've been nurturing since Christmas. It has little tiny orange, purple, red, white and green chili shaped fruit and is like nothing I've ever seen before.

Even the refreshments are being served "college style" in the bath tub full of ice. The only difference being this time it includes Pop (diet no less) and bottled water both of which would have been a sure sign of a lame party when I was....a long time ago.

Nicki's "Harvard Teddy Bear", the five foot tall trophy of the Six Flags gaming aisle, finally fits in somewhere with his Harvard sweatshirt and a Pom-Pom strapped to each hand. The Mitchell twins will find him especially entertaining.

This years Chilifest is turning into a wonderful success! It's 3:00pm on the dot and the first of what seems like a hundred members

begin arriving. Everyone is in the spirit proudly displaying their favorite school colors. Ed and Kathy Mitchell grace us all with their twin babies both wearing little, tiny, teeny, weenie, itty, bitty, college sweat shirts from each of their Alma Mater.

Karen and I have underestimated (did I say "everything" is ready?) the space allotment for deserts (okay so we forgot about them completely), which results in some last minute scampering and furniture redeployment. And there are plenty of deserts. Great stuff too. There's bunches of homemade brownies, cakes and cookies.



Jack and Barb Billimack come straight from some Leprechaun luncheon (don't mention this to anyone, you know how leprechaun are) and have toted everything green. Kelly green cup cakes, cookies and a bunt cake all of which adds a festive holiday flair to this year's Chilifest only two days before St. Patrick's Day.

Tim and Megan Buja arrive early with a whole goop of chairs and TWO card tables which help tremendously in the furniture redeployment effort.

The Chili's begin arriving and within minutes there are seven pots bubbling away. Before judging begins there will be twelve concoctions in all. There is a "White Tequila" chili, "no name" chili, the infamous "WIU Beer Chili" eloquently displayed in it's own TR6 crock pot as well as Barb Billimack's Suds chili. Even Martha Stewart has an entry "Ball and Chain" chili complete with a connecting chain and poster containing several "sentences". Jennie's "Where's the Meat?" vegetable chili. Pete and Christine show up fashionably late with enough "chili for an army" chili.

The accounting firm of "Nicolette David" has been secured for ballot counting and for the first time in Chilifest history there is an even Three-way tie for first place. Thanks to my Boy Scout training I happen to be prepared with enough awards. The "6-Pack of Sam Adams' lager" (where's Ryals?) goes to Jennie Pawlak and her "Vegetable" chili. The "English Phone booth by and full of M&M's" goes to Karen Rust (as a shocked Nicki blurts out "MOM! That's you!" from the living room) and her aka Weight watchers' "Chili Soup". The special brew of "London Beer" is presented to Barb Billimack for next years batch of her "Beer spice" chili.

There's a new award this year dedicated to those teenage boys forced to cruise life's highway in daddy's Buick or god forbid mom's minivan. You've seen them. It's the lifeless vehicle you come up behind at a stop light or while driving down the road. Empty and seemingly auto piloting until you notice the single corn row peering up on the far left edge of the car against the window. Then you notice that the driver's seat has been raked back to the... well, let's just say it was the position we reserved for drive-in theaters. This may be mirrored on the right side of the car if he has a buddy with him. What these youths risk their lives and the lives of everyone else on the road to convey is "it's not what you drive, it's how you drive it".

To that end ISOA proudly presents the Chilifest "Presentation" award. This years award is the hard to find and unique booklet

"Cooking with Beer" and is presented to Jennie Pawlak for her display in keeping with the "All Collegiate theme" of this years Chilifest. The display includes a banner pole of assorted college banners and two actual fraternity "thank you sir may I have another" paddles and probably should be shared with Jo Champagne who completed the display with his "Gold and Blue (yes "Blue") Cornbread".

Pulled from competition in the spirit of fairness this year (after all the award was my idea) is the "Chili 6" making its davue appearance. You've heard of cooking on your car i.e., my famous weber powered motor brats or as Mark Moore calls it "Car-Ba-Que?" Well, this is a car that cooks. 1969 TR6 Crock pot detailed right down to the supertrap exhaust pipes and NACA hood scoop.

The infamous Jack Billimack "Chili Taster Tray" has caught on like wild fire with several versions appearing this year. Jo Pawlak has obviously invoked some boyhood memory in designing and shaping the wood handles on his Chili Feeders and Jo Champagne raises the bar using aircraft quality materials in his design (I believe they are actual aircraft parts?).

Dave (Snake) Shedor has offered to bring his latest acquisition a NASA quality telescope. This REALLY adds to the night and provides everyone a chance to view the rings of Saturn and moons of Uranus. (naw, that's too easy.) Many if not most of the members have never had the opportunity to view the planets or even look in a telescope so this is a big hit. Thank you very much Dave!

A good time is had by all and not one TRIumph breakdown is reported.

Thank you to all the members attending and especially the Chili Chefs without which none of this foolishness would be possible.

Jeff "Stalker" Rust

Fast Indoor Kart Racing Anyone?

On Saturday April 17, or Sunday April 18, 2004, thrill seeking ISOA members may be seen in Buffalo Grove at *Chicago Indoor Racing*, a facility with two twisty indoor tracks and very fast feeling go-karts. The carts reach speeds of 30-35 mph, and if you believe the promo materials: "At an inch off the ground, most drivers will tell you that they hit speeds of up to 55, 60 mph." Powered by Honda four cycle 200 cc engines, these karts are said to rev to 5500 rpm. Our own race savvy Curmudgeon has reconnoitered (as an observer), and declared it "a very impressive set-up."

Both tracks look like miniature road race circuits - Blackhawk Farms style. Track One, 600 feet, has two straights and six twists. Track Two, 800 feet, has more (but shorter) straights and more twists.

The tracks can be rented by the hour (\$1400-1600 - not this time thanks!) or by the race. Races are 25 laps of the short track, or 20 laps of the long one, and each race lasts about five minutes. Races cost \$25 each for the first two, and then \$10 each thereafter (except on Saturday). All drivers must procure a "license" which is \$10 for the day or \$25 for the year. (Ah, marketing...)

Rules to be followed at *Chicago Indoor Racing* include: Zero Tolerance Policy ("*Eight hours bottle to throttle.*")", age requirement of eighteen, closed toe shoes required, and drivers will wear a supplied racing suit, helmet and neck brace.

This facility sounds some serious notches above your typical go-cart track. More details will follow. For now, anyone who's interested, or who'd like to be on 'the fast track', please get in touch with yours truly,

Hands

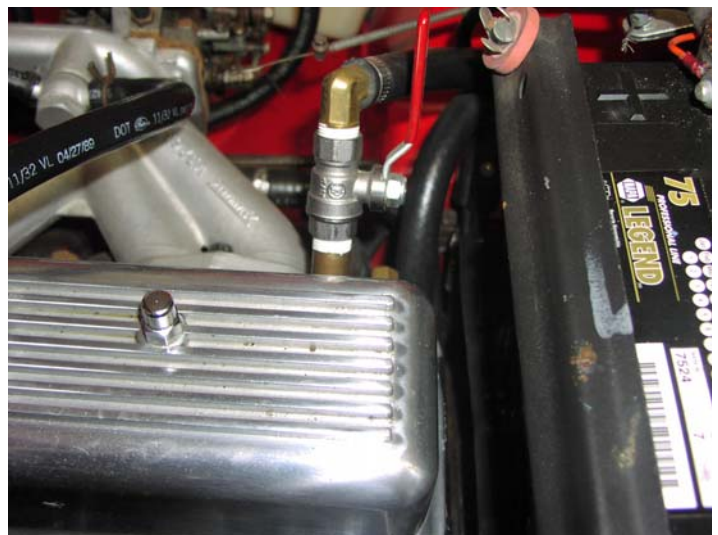
Let's See Your Cute Little Face

ISOA's Big Bash, *the* social event of Winter 2003 approaches quickly. Those who've attended prior Bashes know that ISOAers, plus significant others, plus good food, plus plenty of alcohol equals one helluva great time.

A special party game code-named "WHO 'DAT? ", featuring grade school or high school pictures of group members, will be played this year. In order for this potentially hilarious game to be a success, we need as many of these 'yootful' photos as possible. So...if you can beg, borrow or steal a photo of yourself in this innocent pre-Triumph state, PLEASE get it to Mike Blonder ASAP. E-mail or snail mail are fine, just send the pic, like now! All original photo's will be gratefully returned.

The Bash takes place on January 10th, and Mike's vitals are in the Directory, Snic-Braaapp, and on the web-site (try out the new Member's Only link). See you there!

[Hands]



Tech-Braaapp

Replace the leaky OEM heater valve on your TR-6 with a modern ball valve from the plumbing section of your favorite hardware store or home center.

Ed "Krakatoa" Krakowiak

Torque Wrench Showdown

Planning to take full advantage of Sears' liberal return policy, I obtained one of their snazzy new electronic torque meters and started measuring. My initial experiments taught me that torque wrench technique is far more important than the brand or style of wrench you use.

With a beam wrench it is essential to make sure the pointer is zeroed and that you keep the pivoting handle centered on the bar during use.

With click wrenches it is essential to advance the tool very slowly to achieve consistent results. Rushed or haphazard clicking can result in highly inaccurate readings.

Tests were performed using six different torque wrenches at torque settings from 20 to 70 foot pounds and at two different temperatures. I took five samples at each setting at room temperature, and three samples (even the Iceman feels the cold) at 'cold beer' temperature.

The results? Beam wrenches are more accurate than click wrenches. Brand name wrenches are not always worth the extra money. Your actual mileage may vary.

Overall Rank		Error	Deviation	Linearity	Weighted Avg.
1	Import 1/2" beam	0.66	3.5%	0.21	2.66
2	Craftsman 3/8" beam	2.55	2.2%	0.49	3
3	Snap-On dial	1.42	3.4%	0.36	3.33
4	Import 1/2" click	2.17	3.0%	1.12	3.66
5	Craftsman 3/8" click	1.29	3.3%	1.98	3.66
6	Import 3/8" click	4.50	2.9%	3.51	4.66



Craftsman Electronic Torque Sensor and Digital Display

Room temperature (70° F)

torque in foot pound
(5 samples per wrench per target torque)

	20	30	40	50	60	70	
Snap-On dial	21.1	31.2	43	53	62.3	74.1	
	21.1	30.9	40.9	50.4	60.7	73.6	
	19.1	30.9	41.2	52.5	62.3	71.5	
	18.6	32.4	40.5	51.5	60.6	71.5	
	21.6	30.9	41.2	49.9	62.6	71.5	
	average value	20.30	31.26	41.36	51.46	61.70	72.44
average error	0.30	1.26	1.36	1.46	1.70	2.44	1.42
standard deviation	7.7%	0.8%	3.7%	3.6%	2.0%	2.6%	3.40%
linearity		10.96	10.10	10.10	10.24	10.74	0.36
Import 1/2" click	24	33.5	41.2	53.5	61.2	67.9	
	24.2	33	41.7	52	60.7	69.3	
	25.8	33.2	40.2	49.9	60.2	71	
	29.7	31.4	42.2	50.6	60.2	67.9	
	27.3	32.4	41.7	50.7	58.7	68	
	average value	26.20	32.70	41.40	51.34	60.20	68.82
average error	6.20	2.70	1.40	1.34	0.20	1.18	2.17
standard deviation	5.4%	1.0%	2.5%	4.8%	1.1%	3.0%	2.99%
linearity		6.50	8.70	9.94	8.86	8.62	1.12
Craftsman 3/8" beam	22.2	31.4	42.7	52.5	62.8	74.1	
	20.7	30.4	41.7	52	63.8	74.1	
	21.6	30.9	42.7	53	63.8	76.1	
	21.1	31.9	41.3	53.5	62.8	75.6	
	19.6	31.9	41.1	53.5	63.2	74.6	
	average value	21.04	31.30	41.90	52.90	63.28	74.90
average error	1.04	1.30	1.90	2.90	3.28	4.90	2.55
standard deviation	4.8%	2.2%	1.9%	1.3%	1.2%	2.1%	2.25%
linearity		10.26	10.60	11.00	10.38	11.62	0.49
Import 1/2" beam	18.6	30.4	40.7	50.4	60.6	70.7	
	22	30.9	41.7	51.5	60.7	70.5	
	19.7	29.6	41.2	49.9	62	71.5	
	20.6	30.9	40.7	50.9	61.2	70.5	
	20.1	30.4	40.2	51.5	59.7	70.5	
	average value	20.20	30.44	40.90	50.84	60.84	70.74
average error	0.20	0.44	0.90	0.84	0.84	0.74	0.66
standard deviation	11.7%	2.9%	1.7%	2.2%	1.7%	1.0%	3.55%
linearity		10.24	10.46	9.94	10.00	9.90	0.21
Craftsman 3/8" click	21	29.3	37.6	49.3	59.2	70	
	24.7	30.4	38.6	49.4	58.7	70	
	21	30.4	37.1	49.4	59.3	70	
	23.7	35	37.1	50	59.7	72.4	
	19.6	32.4	37.3	48.4	59.7	69.5	
	average value	22.00	31.50	37.54	49.30	59.32	70.38
average error	2.00	1.50	2.46	0.70	0.68	0.38	1.29
standard deviation	13.1%	2.9%	2.8%	0.2%	0.7%	0.0%	3.3%
linearity		9.50	6.04	11.76	10.02	11.06	1.98
Import 3/8" click	24.7	30.4	40.7	54	64.8	80.9	
	24.2	30.3	39.6	54.5	65.3	81.2	
	22.5	28.7	40.2	54.5	67	82.8	
	26.1	29.1	40.7	52.5	65.9	83.9	
	21.8	27.8	41.4	54	66.9	81.3	
	average value	23.86	29.26	40.52	53.90	65.98	82.02
average error	3.86	0.74	0.52	3.90	5.98	12.02	4.50
standard deviation	6.6%	4.4%	1.9%	0.7%	2.4%	1.7%	2.94%
linearity		5.40	11.26	13.38	12.08	16.04	3.51

Garage temperature (40° F)
torque in foot pounds
(3 samples per wrench per target torque)

	20	30	40	50	60	70			
Snap-On dial	20.6	28.8	39.1	50.9	60.5	71			
	20.1	28.8	40.2	49.9	60.7	69.6			
	19.1	29.4	39.1	50.4	60.7	70.2			
	average value	19.93	29.00	39.47	50.40	60.63	70.27		
	average error	0.07	1.00	0.53	0.40	0.63	0.27	0.48	
	standard deviation		3.1%	1.0%	1.3%	0.8%	0.2%	0.8%	1.20%
linearity		9.07	10.47	10.93	10.23	9.63	0.65		
Import 1/2" click	23.7	32.4	40.2	49.3	57.1	66.1			
	24.2	31.8	40.5	49.4	52.7	65.2			
	24.7	31.4	39.1	48.9	55.8	66			
	average value	24.20	31.87	39.93	49.20	55.20	65.77		
	average error	4.20	1.87	0.07	0.80	4.80	4.23	2.66	
	standard deviation		1.7%	1.3%	1.5%	0.4%	3.3%	0.6%	1.48%
linearity		7.67	8.07	9.27	6.00	10.57	1.54		
Craftsman 3/8" beam	20.6	31.2	41.7	52.5	62.4	73.1			
	21.1	30.9	41.2	52.1	61.1	71.5			
	21.1	31.9	42.2	51.5	61.7	71.5			
	average value	20.93	31.33	41.70	52.03	61.73	72.03		
	average error	0.93	1.33	1.70	2.03	1.73	2.03	1.63	
	standard deviation		1.1%	1.3%	1.0%	0.8%	0.9%	1.0%	1.02%
linearity		10.40	10.37	10.33	9.70	10.30	0.26		
Import 1/2" beam	19.6	30.9	40.7	50.3	60.7	71.5			
	20.1	29.9	39.1	49.9	60.2	70.6			
	20.2	28.8	39.8	49.9	60.7	70			
	average value	19.97	29.87	39.87	50.03	60.53	70.70		
	average error	0.03	0.13	0.13	0.03	0.53	0.70	0.26	
	standard deviation		1.3%	2.9%	1.6%	0.4%	0.4%	0.9%	1.24%
linearity		9.90	10.00	10.17	10.50	10.17	0.20		
Craftsman 3/8" click	21.1	27.8	40.2	51.5	62.8	72.8			
	19.6	29.2	41.3	51.2	61.7	72			
	19.6	29.9	39.6	50.6	62.8	70.5			
	average value	20.10	28.97	40.37	51.10	62.43	71.77		
	average error	0.10	1.03	0.37	1.10	2.43	1.77	1.13	
	standard deviation		3.5%	3.0%	1.7%	0.7%	0.8%	1.3%	1.9%
linearity		8.87	11.40	10.73	11.33	9.33	1.04		
Import 3/8" click	23.7	30.4	40.2	46.8	55.2	63.8			
	23.7	30.5	40.7	48.9	54	63.7			
	23.7	30.4	41.2	47.9	57.1	62.8			
	average value	23.70	30.43	40.70	47.87	55.43	63.43		
	average error	3.70	0.43	0.70	2.13	4.57	6.57	3.02	
	standard deviation		0.0%	0.2%	1.0%	1.8%	2.3%	0.7%	0.99%
linearity		6.73	10.27	7.17	7.57	8.00	1.23		



2003 Census

We must be doing something right!

We have 156 memberships compared to 140 in 2002, 143 in 2001 & 131 in 2000. That works out to 223 members, compared to 207 in 2002, 200 in 2001 & 184 in 2000.

Member Cars by Model

1800 Roadster	1 *	
2000 Saloon	1 *	
2000 Sedan	1	(+1)
Amphicar	1 *	
GT6	2	(-2)
Herald	1	(+1)
Italia	1	(+1)
Spitfire	32	(+5)
Spitfire V8	1 *	
Sports Six	1 *	
Stag	10	(+2)
TR2	2	(+2)
TR3	19	(+4)
TR3A	19	(+2)
TR3B	4 *	
<i>TR3 variants</i>	42	(+6)
TR4	11 *	
TR4 Racer	2 *	
TR4 rod	1 *	
TR4A	7 *	
<i>TR4 variants</i>	21 *	
TR250	11 *	
TR6	73	(+3)
TR7	11 *	
TR8	9	(+1)
=====		
Grand Total	221	(+25) * no change from last year

1.4 Triumphs per family membership
0.99 Triumphs per member

There are a few more Triumphs that are not included in my database - I've only got room for the first four cars for each membership record.

-TIM "THE TOOLMAN" BUJA



The ISOA Roster is Online

The ISOA roster is now available as a password protected page on the ISOA website. Erik Quackenbush has walked me through the basics of creating a members-only section to our web site, and the first fruit of our efforts is an online roster. To enter the members-only section, simply click on the Members Only link in the ISOA Site Links at the left edge of our website. For now, the only selection on the Members Only page will be the roster, but I hope to add additional features in the coming months.

When you click on the Roster link from the Members Only page, you'll be prompted to enter a User Name and Password. To ensure that only ISOA members will have access to this area of our website, the user name and password will be printed on the inside cover of newsletters mailed to our members.

Complimentary copies sent to other clubs, parts vendors, etc. will not have these codes. For example, if the User Name is "snic" and the Password is "braaapp", members would see "UN=snic PW=braaapp" somewhere on the back cover ("snic" and "braaapp" will not be used since they would be too easy to guess). Since our web server will not even start to download these pages without the correct User Name and Password, our members' privacy will be maintained. Even so, I recognize that some people will not want their information posted and will remove listings for anyone who asks me to do so.

All email addresses in the online roster have been coded as active links. Clicking on a

member's email address in most browsers will automatically start your email software and generate a new email message with that email address in the To: section. The body of the email should automatically be populated with "Email address linked from ISOA online roster".

Certain versions of Outlook Express and Lotus Notes when used with Internet Explorer 3.02 or Netscape Navigator 2.0 may have difficulty with this and the body text may be erroneously placed into the To: address line. If you're still using these old browsers, you might want to upgrade! Let me know if this is causing problems for you so I can change the email links as necessary.

Tim "the toolman" Buja



ISOA Technical ExSurts

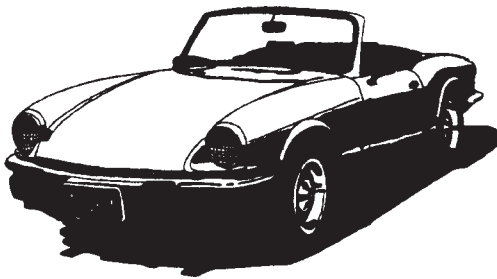
TR3	Bill "Whizmo" Pyle 630/773 4806
TR4	Pat "PowerBulge" Lobdell 219/942 1263
TR4A	Steve "Drippy" Yott 847/249 1723
TR250	Tim Smith 630/428 2620
TR6 Early	Jeff "Stalker" Rust 815/874 5623
TR6 Late	Irv "Elwood" Korey 847/831 2809
TR7	Phil "Factor" Fox 630/662 7721
TR8	Tim "Tool Man" Buja 815/332 3119
Spitfire MkI-III	open (<i>but you know who</i>)
Spitfire MkIV-1500	Steve "Sniffy" Yezo 847/855 9482
GT6	Dave "Snake" Shedor 847/9375078
Stag	open (<i>but you know who</i>)
General	Bill "Whizmo" Pyle
Tech-Weenie	
Electrical	open
Machinist	Bob Crowley 630/355 2170
KeyMaster	Bob "Senile" Donile 630/837 3721
Paint, Body,	open
Welding	



Membership Mumblings

NEW MEMBERS

Chuck Jones
1111 Oakwood Dr
Freeport, IL 61032-3275
H:(815) 235-2019
W-Him:(815) 235-7165
EMAIL: jonescacdr@hotmail.com
Birthdays (MMDD): Chuck 06/14
72 TR6, 70 Spitfire



Dave Kanzler
524 Oak St
Glen Ellyn, IL 60137-3832
H:(630) 942-9727
W-Him:(630) 917-0972
EMAIL: dkanzler@aol.com
Birthdays (MMDD): Dave 03/19
looking for a Triumph

Gene Rohlfs
300 S McLean St
Lincoln, IL 62656-2822
H:(217) 735-2057
W-Him:(217) 737-3517
also looking for a Triumph

Happy Birthday to:



- Mary Milliken on 01/02
- Jordon Varichak on 01/05
- Jeff Rust on 01/08
- Dave James on 01/08
- Robin Ross on 01/09
- Kathy Pawlak on 01/11
- Mike Konopka on 01/18
- Ken Briegel on 01/24
- Scott Adams on 01/26
- Tim Briggs on 01/27
- Dan Williams on 01/30

Get a free birthday drink if you attend the general meeting (*birthday must be on file with membership-chair*)

Newsletter Submissions

Snic-Braaapp is published monthly and is intended for you to have it before the first membership meeting of every month. The editor requests your **contribution/submission** to be in **by the 10th 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 email to the editor. I will try to make it as easy as possible to get your submissions included in this publication.

Erik Quackenbush
751 Gardner Lane
Lake Forest, IL 60045 H: 847-482-1673
email: editor@snic-braaapp.org

ISOA On the Internet

You can always get the latest news directly from the ISOA web site.

<http://www.snic-braaapp.org>

To subscribe to the ISOA electronic mailing list, email: editor@snic-braaapp.org.

Classified Ads

For Sale Running out of garage space forces me to sell my beloved 1979 TRIUMPH SPITFIRE that I have owned since 1980. 44k original miles. All meticulously restored. Trophy winner at British Car Festival this year and many times before. If you have a Spit you are thinking about restoring forget it, you'll be miles ahead by buying this one. My loss is your gain. \$9500. Tom Morgan, 630.469.1347.



For Sale TR4A and TR250. I've lost my storage space and don't have anywhere to keep my TR projects. We've sold the building, and there's just not enough room in the hangar for everything. I don't need a bunch for them - but I'd like to see them go to a restorer rather than be parted out. They're both relatively rust free, and generally complete.

The 4A is disassembled but complete. It was an amateur restoration of an Alabama car, reportedly completed in about 1976, driven for a year, and then parked in a barn near Decatur till I bought it in the late 1990's. It has a really nice, almost rust-free body. Frame checks out OK - no serious rust. Engine is all OK but disassembled. Nothing seriously worn but I planned to do a complete overhaul, 89mm jugs, etc. so I didn't check much when I tore it down. The transmission and differential are still together and presumably OK. Not an OD car. Pretty standard frame-up restoration project, complete, and again a really nice, almost rust-free car.

The 250 is a complete, rolling, runnable car - parked for I believe over 30 years. I'm sure it'd run and drive fine as is after replacing all rubber, fuel system gaskets, etc. The long-time owner died a few years ago, while just beginning restoration. I bought it and stored it, waiting for time to work on it. Still waiting...

The car had an accident in the left A-pillar — I think in about 1970. It was badly repaired, mainly filler and a replacement door and fender. The body still needs work to be undetectable, mainly the corner of the scuttle, the left floor, and in the engine compartment, but I believe the frame is OK. Not an OD car. The car is essentially rust-free except in the areas where the hack bodyman welded.

Lots of still-glossy Signal Red in places like floors, etc. that are normally rusty. Trunk is beautiful inside. Some interior is good, some is decent, some is missing. Lots of primer here and there on the exterior. Most of the chrome was out for replating when the owner died, so it was lost. Rest of car is complete and together.

I need to move them within about 6 weeks, preferably sooner. Make me a reasonable offer on either one and it's yours.

If there's no interest within ISOA I'll put them on the VTR list.

I'd love to find a trade on a decent, running, non-rusty TR3, but mainly I need these gone soon.

Karl Vacek
708-447-7879 Home / Office
708-567-7879 Cell

For Sale 1972 Triumph TR6, recent body off restoration of a rust free body & frame. \$26,000 invested. Many recent concours awards. car painted mallard blue/green with bisque interior. car has "roadster factory" uprated springs and rear air shocks & o.d. Car passes Illinois emissions test. \$14,000 Tom Schuld 847-253-3466

For Sale 1963 Triumph Herald Convertible, Bright Red, 2nd Place Past Concourse Winner. Needs a new home & a loving hand. Best Offer Takes. Call 847-966-6119

For Sale 1972 Triumph TR6 Project Car. Frame repaired & reinforced, New suspension with Koni Shocks & competition springs, urethane bushings. Body 75% complete. Best Offer Take. Call 847-966-6119.

For Sale Five black wall radial tires, (165R/15), for sale. The tires came off of my TR3 and only have 2200 miles on them. I am asking \$150 for the five. Contact Ken Briegel (Day) 312-609-9387 (Evening) 630-362-6072

For Sale Two 1977 TR7's. Cars have been sitting, condition unknown. Some spare parts including seats and possibly an engine. Call Pancho at 312-489-3136 after 6 PM for details. ISOA'er Andy Mikonis lives nearby and might be willing to check out above for a small bribe (773-523-3330.) Pancho is also looking for a TR7 distributor.

For Sale 1974 TR-6. British Racing Green, New Tan interior. Excellent condition - restoration completed in 1998: Most mechanical components rebuilt or replaced , new paint, interior and top. Pertronix electronic ignition. Rare original dealer added chrome luggage rack. Yokohama Avid Touring 20570R15 tires new in '01. A great car to own and drive. \$12,000. Photos available via e-mail. Peter Conover Oak Park, IL Phone: 708-383-9160. E-mail: peter.conover@comcast.net.



For Sale 1949 2000 Saloon. Right-hand drive. Thought to be the only one in the US...certainly the only one that has autocrossed at a National Convention. Only 3000 miles put on car since restoration in 1995. Call Bill or Sheri at 630-773-4806.



Snap-On dial



Spectator

Sport

Snic Braaapp

c/o Erik Quackenbush
751 Gardner Lane
Lake Forest, IL 60045