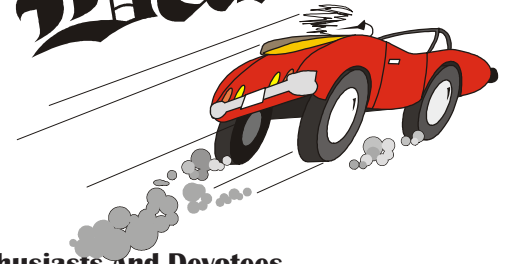




Sritf Barrrff



Society of Historical Illinois Triumphs Hobbyist Ethusiasts And Devotees

April 2004



(C) 1997 Trevor Boicey, tboicey@brit.ca

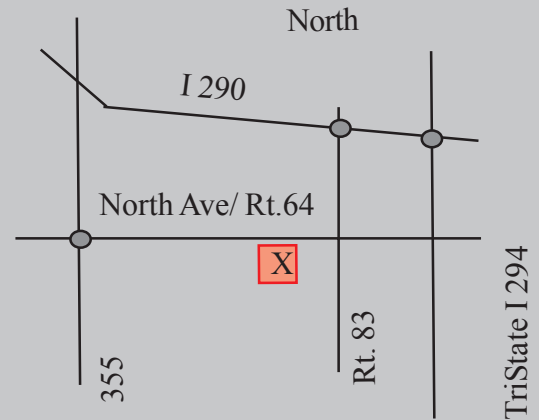
ISOA Exclusive: New Triumph To Be Unveiled April 31st

Details on Page 3

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
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Membership & Webmaster	Tim "Tool Man" Buja*	815/332-3119 buja@insightbb.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

[insert plug]

Dateline- Coventry England April 31st 2004-

At a hastily called press conference this morning, Bill Gates & John DeLorean announced that they had formed a joint venture to resurrect the once proud Triumph Marque to the world of sportscar enthusiasts. Funding for this endeavor will be provided for through a public stock offering which will take place on the New York Stock Exchange on April 31st of 2005, but those investors wanting to get in on the ground floor can send cash directly to Mssrs Gates and/or DeLorean directly.

The initial production startup is scheduled for 2005. The new Triumph, to be known as the TR12 will feature a twelve-cylinder gas/electric rotary engine with sequential serial port petrol injection. A USB port injection will make its debut in 2006.

The prototype, designed by the eminent British coachbuilder Sir Bentley Haynes, is scheduled to be built on a 105 inch wheel base and will feature an "autostick" two speed Powerglide transmission with a planetary centrifugal clutch system.

Preliminary plans call for a drophead coupe, an all wheel drive crossover "flying-brake" estate wagon, and a razor edge saloon luxury model, all to be constructed from the new "Aztec" platform, which DeLorean was able to acquire

the rights to due to his former close relationship at General Motors Pontiac Division.

The first North American unveiling of the new TR will be held today, April 31st, at Spring Green, Wisconsin in conjunction with the Earl Wright National House on the Rock Triumph Tour. The motoring press was invited to view concept vehicles before they make their rounds to the various international auto shows.

Jim Mateja of the *Chicago Tribune*, long recognized as a devout Triumph aficionado, declared "Its about time the true driver/enthusiast has a car capable of 160+ mph which averages 50 mpg for under ten grand! The new TR fills the bill, and then some. I've always loved these cars, and the new ones are even better than the TR7. At these prices, I'm going to order two!"



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The new TR is scheduled to go on sale within six months. Deposits are now being taken at online at: www.redbeard.com. More information will be forthcoming as it becomes available.

[Artwork © 1997 by Trevor Boicey]



The Prez Column

I'm Dreaming! by the factor

Every once and again, I start to dream about winning a lottery. Not just any lottery, but a lottery worth Millions of \$\$.

This is what I would do. First priority would be to change my soiled underwear. With that completed, I would let my immediate family know and start the search to buy the property and building of a closed car dealership. If it were recently closed, I would want all the fixtures, all the automotive tools, and the complete body shop and paint booth. I would also want the chair and table where I have sat waiting for the car salesman to return only to say his boss would not accept my offer on that new car I wanted to buy. I hate that chair and table. I would probably want to invite all the folks who also sat at that same chair and table to witness me blowing it up, something like what they did with the baseball at Harry Carry's Restaurant.

I would have a spacious sewing room for my wife so she could enjoy her sewing, a recording studio for my 21-year-old son so he and his band could record their music in comfort, a nice hardwood dance floor so my 19-year-old daughter could dance the hip-hop whenever she pleases. The rest of the space would be for Triumph Motor Cars.

In the waiting room, I would have a coin operated pop machine. There would be one selection that would say "out of order" and once

pressed, a cold beer would drop down. I learned of this almost 30 years ago while visiting one of my customers in Cincinnati, Ohio. I thought that was very, very clever and I said back then, "I gotta get one of those."

The front show room would be reserved for ISOA Members' cars that are shown in the ISOA 2004 Calendar. I would develop a system so visitors would not touch these members' cars. I think I would place a caulk line on the floor next to a car outlining an adult male, like the police do at crime scenes. I would add a sign mentioning this is what happened to the last person who touched a car.

In the service bay, I would want it to smell like rear end fluid, I hate that smell. In time, I think I would acquire a liking to this smell, like I have at the diesel pump, especially when diesel fuel is 10 cents cheaper than unleaded.

The paint booth could also be used as a dry sauna, upon request. If someone wanted to pour water on the hot rocks, I think I would allow it.

I would have to be very concerned about security. One method would be to put up signage about Hazardous Medical Waste –Do Not Enter. In order to be politically correct, I would also add brail to these signs for the Visually Impaired.

I would also want to be community spirited and would support the various boys and girls sports leagues by supplying jersey's with "The Factor" nicely imprinted on top of the shoulders. If the children elect to wear them inside out (like I do occasionally especially when there is an oil stain on the other side of the clothing), it would read "rotcaF ehT. I am told folks from Wisconsin talk like this all the time, eh?

The last thing I would do is construct a very nice sleeping area, not too big. I am almost 5'8" tall so maybe 5"11" by 42" wide. It would be here where I would spend a great of my time

shortly after Mrs. Fox learns of another rusted Triumph purchase, especially those that do not run.

This area is common known as the Dog House. I never did like that name, and I have been in the “dog house “ many times these past 24 years, so I would rather call it the “House of the Factor.” I would be willing to expand this area in the unlikely event other ISOA husbands find themselves in the House of the Factor.

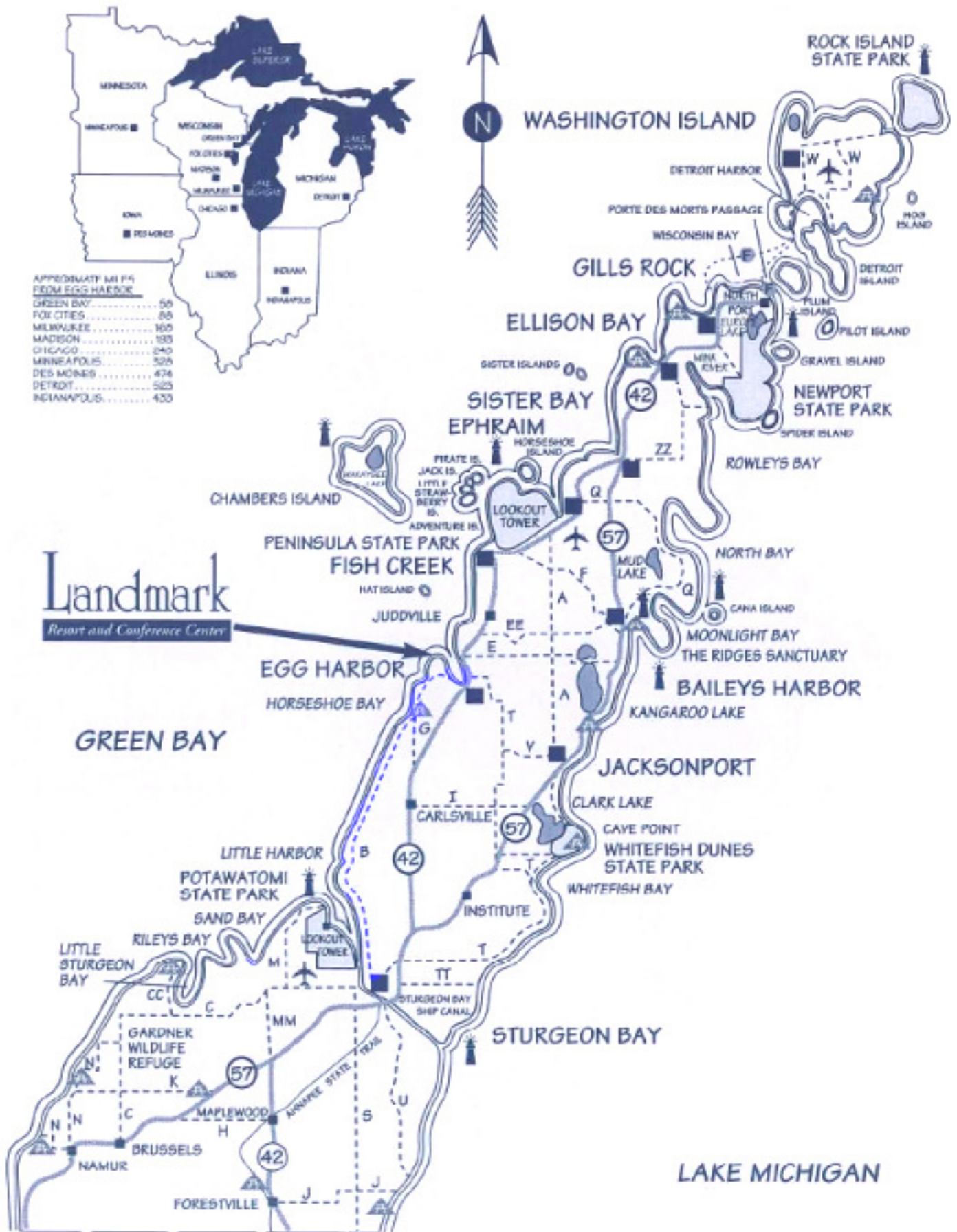
We could use this quality time to male bond while communicating to each other how innocent we are, just like the politicians do at the Oxford Federal Prison. I had a customer once convicted of bid rigging, he spent 11 months up in Oxford, WI. He called it camp. After he got out, he shared with me how everyone up there was framed. I

thought that was interesting since I went to several summer camps as a youth and I don't recall these types of discussions.

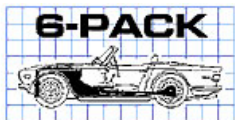
Obviously, It is April Fools Day! One of my favorite days of the year. Beware, the element of Surprise, or as Gomer Pyle would say, “Surprise, Surprise, Surprise!” The Best Triumph Miles are right in front of you!

Phil “the factor” Fox





1** Landmark Resort is located on a natural limestone bluff overlooking Egg Harbor and the beautiful Green bay of Lake Michigan. This unique elevation provides spectacular sunsets which can be viewed from the continuous wooden decking along the west view. Landmark is an all suite non-smoking resort on 40 wooded acres. www.thelandmarkresort.com



TRials 2004

Door County Wisconsin



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

where: Door County Peninsula Wisconsin
www.doorcountyconnections.com

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

Host Facility: Landmark Resort www.thelandmarkresort.com
Egg Harbor, Wisconsin
800.273.7877 (remember to mention **6-Pack TRials 2004**)
Suite rate Sun-Thu \$83 Fri-Sat \$120 *Deposit required*

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.

Tentative Schedule of events –

Thursday September 16, 2004 -

- 3pm~6pm - Registration
- 6pm- - Tailgate “Party with the TR”
- - Bottomless Keg

Friday September 17, 2004 -

- 8am~5pm - Registration
- 9am - 6-Pack Annual Members Meeting
- 11am -Tech Session
- 2pm-4pm - Funkana
- 5pm - Tour to Door County Fish Boil
- - Bottomless Keg

Saturday 18, 2004 -

- 8am~10am - Late Registration
- 9am - Show Parking/Preparation
- 10am-noon-Concours / Participants Choice
Display and Judging
- 2pm - Rally Around Door County
- 6pm - Banquet Functions Begin
- - Bottomless Keg

Sunday 19, 2004 -

- - Kiss Off **TRials 2004** and the
“Great White North”



You want to be here



TRials 2004 Registration Form
September 16-19, 2004

Name _____

Address _____

City _____ State _____ Zip _____

Phone (____) _____ Email Address _____

Additional Name Tags _____

TR250 ____ TR6 __ Year - 9, 0 ,1 ,2 ,3 , 4 ,5 ,6 Other British,/Yr _____

JUDGED

CONCOURS: TR6 Early _____ Late _____ TR250 _____ Modified _____

PARTICIPANTS

CHOICE : TR6 Early _____ Late _____ TR250 _____ Modified _____ Other British _____

CONTINUE THE

LEGEND: (Prior TRials Best of Show recipients only) Year, Model - _____

Please register ____ TRiumphs Event registration before July 1, 2004 \$45.00 _____

Late registration fee if post marked after July 1, 2004 \$10.00 _____

Please reserve ____ Awards Banquet Tickets \$25.00 _____

Please reserve ____ World Renown Door County Fish Boil dinner \$18.00 _____
____ Optional fishless broasted chicken

TRials 2004 Door County T-Shirt M-____ L-____ XL-____ XXL-____ XXXL-____ \$16.00 ea _____

TRials 2004 Door County Sweat Shirt M-____ L-____ XL-____ XXL-____ XXXL-____ \$25.00 ea _____

TOTAL _____

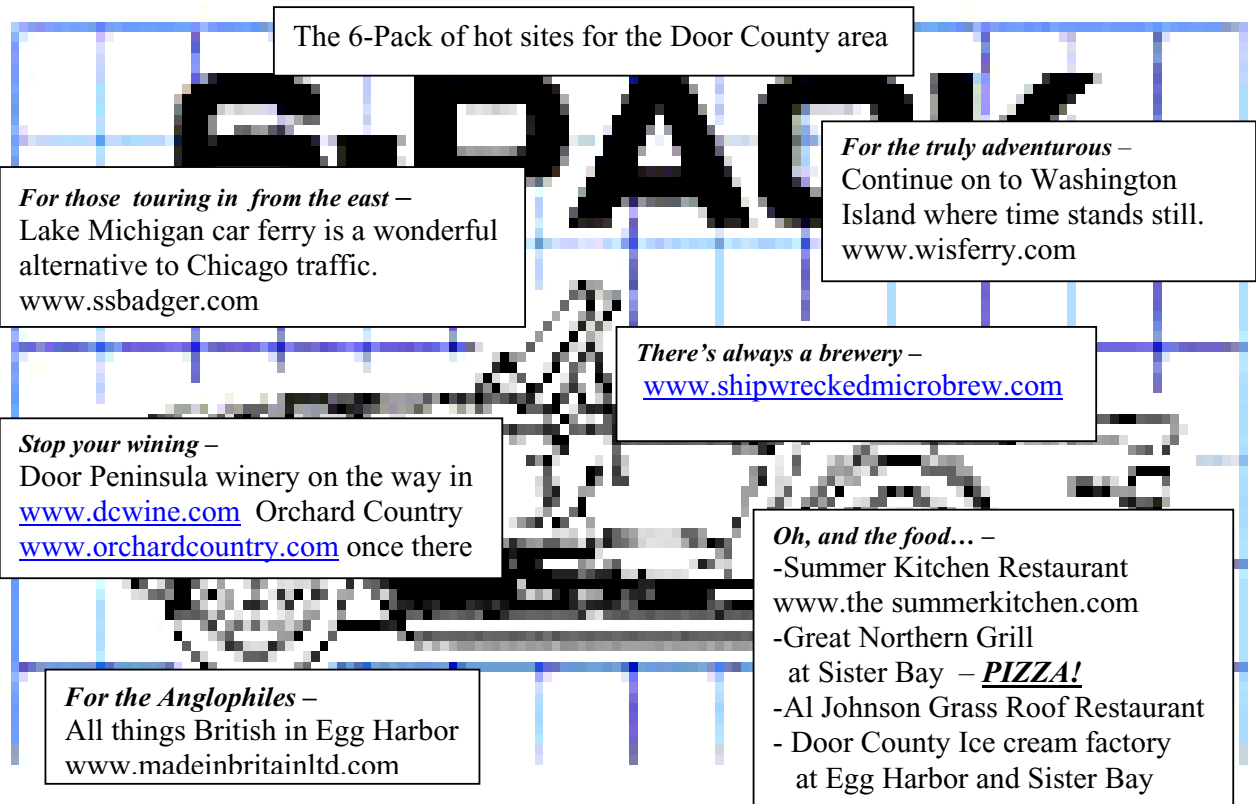
Make checks payable to "6-PACK TRIALS 2004" and send c/o Jeff and Karen Rust
6236 Cotswold Lane Cherry Valley , IL 61016 or register online at 6-Pack.org.

Waiver of Liability

Must be signed by the owner of car to participate

Neither I nor my heirs or assigns will hold the TRiumph TR-6 Owners club 6-Pack and/or it's volunteer workers or members liable for any damages or injuries done to or by me or my vehicle while engaged in or traveling to or from this event.

Signature _____ Date _____



Highly suggested TR cool down route into Landmark Host Resort. **You've driven a long way. End it on a good note.....**

- ***Try Highway 42 North along the coast***
- Just before Sturgeon Bay exit onto North "Business" 42 (note: NOT "North 42")
- After the Steel Drawbridge take first left onto "1st Street".
- Stop sign Left on "3rd Street (becomes county "B")
- Continue on county "B" and enjoy the drive.
- Bear left on to county "G" and continue to enjoy the drive.
- Stop sign continue straight on "G"
- 4-way stop take hairpin right onto Hillside Trail
- First right is Landmark Restaurant
- Second right is Landmark Lodge and registration



2003

ISOA House on the Rock Tour

April 31, 2004
by T.R. Sicks

Saturday morning, April 31 dawned sun-drenched and clear, but then again, the weather is always gorgeous for this, the most sanctified and beloved expedition in ISOA long and storied tradition. We refer, of course, to the annual Earl Wright Memorial ISOA House on the Rock Tour and Concours d'Elegance. Although we were personally somewhat weary after spending the previous evening reading nursery rhymes to blind, disadvantaged urban youth and preparing meals at the soup kitchen, we arose early to try to spend a few hours on the Habitat for Humanity project before we stopped to help Billy Pyle figure out some transmission and carburetor enigmas on his 2000. I'm not sure which gave me greater fulfillment, bringing some joy to the faces of those wonderful youngsters, providing some meagre sustenance to some of society's less fortunate, or coming to the aid of a fellow ISOAer in need of my expertise. I was especially excited to embark on this year's tour because it would mark the first outing of Casper, (not the world's most expensive, just the nicest TR3). Over the winter hiatus, we had fabricated and installed custom designed electronic variable valve timing and lift control system along with a computer controlled fuel injection system. We also added a six-speed transmission, which we had patterned after the Vanden Acker version, with our own custom upgrades and improvements.

As has been our wont for many years, we gathered at Earl's home for our timely departure to the land of bratwurst and cheese to behold once again the majestic beauty of Alex Jordan's architectural marvel, the ever popular House of the Rock. No matter how many times we ISOAers view this breathtaking eighth wonder of the modern world, we never cease to be amazed at its beauty and splendor. Aside from the usual suspects [Billy and Sheri, Tim & Ann, Joe & Kathy, Sandy & Jerry, Mike & Diane,] first timers joining this year's caravan, were: Natalie and Yacker in their 250, Spuds and Barb, who opted to trailer their TR3 showcar, Pat Morse in his Triumph, Lars Sullivan in his 3, Denny and Gloria in their 3, Bob Erikson in his 250 accompanied by Gary Fager, We were disappointed that Bob Donile couldn't make the tour, but he called to let us know that he had lost his keys and he would have to wait until the local K-mart

opened before he could a new one made. Dan and Cathy Swanson had also indicated that they planned to join the caravan, but they never showed up.

Due to our admiration for Earl's driving skills, we asked him to set the pace on the tour and some of us had an extremely difficult time keeping up with the breakneck pace he established, especially Bob Steele, even though Bob had specifically modified his Stag just to keep up with Earl. Earl actually lost much of our motorcade by speeding through the Kettle Moraine at full throttle, but he finally slowed down and graciously allowed us to catch up with him. At one point, he actually took some of the turns in excess of 150 MPH and was observed cornering on two wheels. What a madcap that Earl is!

We arrived about 10:00 in the morning and had a nice brunch at the Pizza Hut before touring the House on the Rock. Words fail to adequately describe the sights and sounds of this breathtaking hallmark to the unusual. Following the tour, we adjourned to the hotel parking lot for the ISOA Concours d'Elegance. We decided to abandon the People's Choice balloting, since it was a foregone conclusion that Earl would win the best of show for the 15th straight year. Earl, such a thoughtful fellow, had always volunteered to print ballots at his own expense. Instead, we had a judged concours with Irv as chief judge, assisted by Bob Kamholtz. We were joined in the event by our some of our friends from Minnesota and Wisconsin who drove in just to share some ISOA camaraderie. Following the judging, we all headed over to the track for the competitive driving section of the tour. This year the event was held at nearby Elkhart Race Track. Earl had reserved the track for our group and we were able to autocross around the track at full speed. Again, as it has been for the last 15 years, Earl (who generously offered the use of his own timing devices) overcame all challengers for first place. It's really funny how your eyes can play tricks on you, because it never looked like he was going that swiftly. [I guess its true what they say: The good ones make it look easy.]

Other awards received by ISOA were as follows:

- *Best fuel economy* Yacker [He used less than half a gallon of gas the entire weekend, although we're not sure what kind of mileage the tow truck got.]

- *Highest coolant spouting:* Lars, [a new ISOA record 18' 4"]
- *Best time using only 2/3 of the required spark plugs & lug nuts:* Jack Billimack
- *Farthest distance on 1 wheel stud:* Jim Arch
- *Fastest removal of a TR3 Engine:* D e n n y Capetto
- *Demolition Derby:* Gary Fager
- *Most innovative Master Cylinder Repair:* Ann Buja

Following the driving contest, we returned to the hotel for some refreshments before attending the banquet. As happens all too often, Elwood overindulged and I had to assist him to our room. [I never cease to be amazed at how some people can squander their health and self respect by abusing God's bounty.]

The banquet cuisine this year was truly elegant. We had all you could eat prime rib and lobster along with an open bar for only \$4.95 per person. You just can't beat Wisconsin for the your entertainment dollar! The local people were so affable and gracious to us, especially after they found out that we hailed from the Chicagoland area. Many expressed an interest in the continued good health and welfare of Chris Chandler and Rex Grossman and stated that they wished they had a quarterback as good as any of ours.. After the awards, I held an impromptu clinic on Lucas electrical systems primarily for the benefit of Tim and Joe, both of whom were puzzled by some electronic gremlins. [I've always believed that if you have a gift, it is only fitting and proper that you share it.]

Elwood had managed to regain some of his composure, and he wanted to go pub-crawling, but Gizmo and I persuaded him to stay in for his own good. He then

insisted on ordering X-rated pay-per-view movies in the hotel, much to my dismay and embarrassment. Finally, he fell asleep and we were able to watch educational TV until it was time for the ever-popular Parking Lot Patrol. This an ISOA ritual in which members of different clubs engage in late night scripture study and also assist hotel security in seeing that our Triumphs are not molested during the wee hours. The Minnesota club is especially dedicated to this late night pursuit.

Sunday Morning, following Vespers, we headed on an early morning drive through scenic southwestern Wisconsin. We stopped for an all-you-can-eat breakfast (\$2.50 including tax and tip) of steak and eggs and once again, we were reminded of the joy of Triumph driving in an exemplary atmosphere, i.e. winding two lane blacktops, gently rolling hills and curves, sunny skies, and friendly natives. It was too bad that Elwood was too tired to cherish such a bucolic scene.

Finally, it was time to return to the greater Chicagoland environs. We took the back roads and all of the cars performed flawlessly, as usual. I was especially pleased; since it was the first time I had taken my car out since finishing its modifications. But actually, since I had done virtually all of the work myself, there was really no reason to worry. As it turned out, any trepidation was unfounded. When we arrived home, our beloved was waiting for us with a cold glass of milk and some home made apple pie. She had just finished cutting the grass as we pulled in the driveway and she insisted that I get some rest after my long drive. I told her how much I really was looking forward to going to the shopping mall with her and her mother and sister, but she would have none of it. So despite my protests to the contrary, I was forced to spend the rest of the afternoon alternating between dozing in my recliner, reading the Sunday paper, and/or watching the NBA playoffs.

Thus ended our 15th annual House on the Rock tour. To be sure, a good time was had by all. If you weren't able to attend this year, one you certainly missed one of the



April 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
Apr				
	4	Su	4:30	ISOA Board Meeting (2)
	4	Su	7:00	General Membership Meeting (1) <i>(Re-scheduled)</i>
	17	Sa	8:00-?	Tune up & Carb clinic – Pyle's house. Sun machine available to check diagnose your engine problems.
	18	Su	1:00-?	Race Go-Karts. ISOA group plans to assemble at 1:00 PM to sign up for an afternoon of Go Kart Racing. 84,000 sq. ft. facility has two indoor tracks, arcade games, restaurant and bar. Located at 301 Hastings Dr., Buffalo Grove, IL. 847-941-9400. Must be 18 or older. License costs \$10. First & second races cost \$25 ea. Add'l races cost \$10 each. See web site for more info: www.chicagoindoorracing.com . Contact Tom Morgan (has raced there 5 times and says it's a blast) at 630-469-1347 to find out how much fun it is.
	24	Sa	10:00-3:00	Spring British Car Gathering at La Fox Factory Auto & Birkin North America. Impromptu Swap Meet, Food & Refreshments. All British marques welcome. 959 N. La Fox St., South Elgin 847-931-1555.
	31		All day	Annual House on the Rock Tour. Starts same time and same place as last year.
May				
	2	Su	3:00	2005 Convention Planning Meeting. Bob Streepy's house in Bartlett before the board meeting.
	2	Su	4:30	ISOA Board Meeting at Bob Streepy's house.
	2	Su	7:00	General Membership Meeting (1) Mack's Golden Pheasant.
	15	Sa	8:30	First Dawn Patrol breakfast & driving tour. Breakfast at 8:30. Then, at about 9:30, a drive on interesting local roads. Should be finished before Noon so you can still do other things on Saturday. Contact Bob (Suds) Streepy at 630-372-7565 for details.
	16	Su	9:00-3:00	L'Arte dell' Automobile Classic & Exotic Car Show. Presented by the Hinsdale Center for the Arts & The Greater Illinois Region Classic Car Club of America. Located at Katherine Legge Memorial Park, 5901 S. County Line Road, Hinsdale. Pre-registered cars receive 2 complimentary lunch tickets. Donations to Center for the Arts appreciated. Contact Robin James, 41 Chestnut Ave., Westmont, IL 60559 to register. Pre-register by 4/24.
	22-30	Sa-Su	All Week	"Drive Your British Car Week"
	28-30	Fr-Su		Champagne Show in Champaign. 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
	19-20	Sa-Su	All day	ISOA Spring Campout at Blackhawk Classic Race at Blackhawk Farms Raceway in Rockton, IL. Plans will be discussed at club meetings.

20?	Su	10:00-?	Wisconsin British Car Field Day , Sussex, WI. More details next month.
24-26	Th-Sa	All day	Triumph Register of America (TRA) Meet . Springfield, OH. Registration forms and event schedules available at www.miamivalleytriumphs.org for details. Or, contact Suds Streepy (630-372-7565)
9 - 11		All day	Iola '04 Old Car Show & Swap Meet . Iola, WI. See www.iolaoldcarshow.com for details.
Jul			
4			<i>No Meeting. See July 11.</i>
11	Su	4:30	ISOA Board Meeting (2) (Note – not first Sun. of Month)
11	Su	7:00	General Membership Meeting (1)
11	Su	10:00	British Boots & Bonnets Show . Poplar Grove Airport Museum in Poplar Grove, IL. Grounds open at 10:00 AM. Show from Noon to 3:00. Check website at www.britishbootsandbonnets.com . Contact Hal Zenisek at 815-397-3653 or halzen@inwave.com for details.
11	Su	All day	Mad Dogs & Englishmen , at Gilmore Classic Car Museum near Kalamazoo, MI. For info. see www.maddogsandenglishmen.org . Or phone 269-344-5555.
14-17	We-Sa	All day	VTR Convention – Richmond, VA. www.vtr2004.com Make your reservations now. Caravan details to follow or.
16-18	Fr-Su	All day	Brian Redman International Challenge sponsored by VSCDA at Road America track in Elkhart Lake, WI.
Aug			
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.
?	Fr	7:00	White Trash Night II . Sycamore Speedway. Details will follow.
14-15	Sa-Su	All day	17th Annual British Heartland Autofest in East Davenport, IA. Short drive. Low-key show. Lots of fun.
21	Sa	8:30	Second Dawn Patrol Breakfast & Driving Tour . Hosted by Gloria (Queenie) and Denny Cappetto. Details will follow. Finished before Noon.
22	Su	11:00-dusk	14th Annual Orphan Auto Picnic . Hosted by Chicagoland Corvair Club. For info. contact ISOA's Kim & Bill Jensen. Or, Larry Claypool at 815-469-2936 or tatra@urbancom.net
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.
12	Su	4:00	BBQ at Cappetto's after Festival hosted by Gloria & Denny Cappetto. All members & guests encouraged to attend.
16-19	Th-Su	All day	6 Pack Trials 2004 . Landmark Resort, Door County, WI. 800-273-7877. Contact Karen & Jeff Rust at 815-874-5623 or ITRIMPH2@aol.com at for details.
19	Su	All day	Elkhart Lake Vintage Festival at Road America track. (Not far from Door County)
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)
17	Su		Toys for Tots Fall Tour . Contact Dave Shedor at 847-566-0478 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.



ISOA Tools Hall of Shame: Imported Seal Puller

motorspor**TR**eport

Here in the Midwest, there is a strong commitment to vintage racing. In addition, there is a strong commitment to **TR**iumphs in vintage racing. As a result, there are many opportunities to see our favorite sports cars in action.

Before I tell you about the venues and dates for this year's vintage racing season, I'd like to start out my first motorspor**TR**eport by introducing Dennis and Joan Delap. Like a lot of people, Dennis had an assortment of British cars when he was younger. In fact, for a time, he partially supported himself by buying British cars right before they made their way to the junkyard, and then fixing them up and selling them. He drifted away from British cars for quite a few years, until 3 or 4 years ago. At that time, he bought a TR3 from a friend. Then, in 2002, Dennis and Joan attended the **TR**iumph Birthday celebration at Mid Ohio. It was after that event that Dennis decided to prepare his TR3 to go vintage racing.

The preparations were successfully completed, and Dennis competed in Midwestern Council vintage races at Blackhawk Farms in 2003. As he and his car became better acquainted, Dennis' lap times improved and he enjoyed himself immensely. Dennis and Joan look forward to an extended vintage racing schedule in 2004. In addition to his racer TR3, Dennis is also working on a street TR4. He recently rebuilt 2 **TR**actor engines, one for the race car and one for the street car. Sure hope he puts the right ones in the right cars! The TR4 is destined to become Dennis' daily driver, and their recently acquired Mini Cooper (new version) will make its way to Joan's part of the garage. You can see a great shot of Dennis on track in the TR3 by turning to September in your 2004 ISOA calendar.

For the third year in a row, **TR**iumph will be the featured car at a vintage racing venue. This year, it will be the Gold Cup Historic Races at Virginia International Raceway. VIR is near Danville, Virginia, barely north of North Carolina. The track was recently repaved and returned to use after being dormant for many years. The track has elevation changes and large runoff areas, which are useful to drivers of red TR4's who have a propensity to spin out and hit walls. There are 4 different configurations available to the organizers, which ensures that the drivers never get bored with the circuit. In addition to competing in our regular race groups, there will also be an all **TR**iumph race. The Gold Cup Historic Races will take place June 11-13. For more information, go to www.virclub.com.

Other opportunities to see **TR**'s on **TR**ack this season will be:

May 14-16 SVRA at Road America

June 18-20 VSCDA Blackhawk Classic at Blackhawk Farms (along with the ISOA annual spring camp out)

July 16-18 Brian Redman International Challenge at Road America

Aug 20-22 VSCDA Vintages Au Grattan at Grattan Raceway near Grand Rapids, MI

Sept 17-19 VSCDA Elkhart Lake Vintage Festival at Road America

In addition to the above, there will also be several Midwestern Council races that will include vintage/historic race groups. Those of us who enjoy motor sports will have plenty of opportunities to see **TR**'s in action. We hope to see you at the track.

VTR 2005 National Convention Update Corner

Another planning meeting took place on Sunday, 3/7/04, at the Pyle's house. The main topic was the "Advanced Notice" flyer. We are using the contents of our 1995 flyer as the framework. Joe Pawlak is using his creativity and printing technology to give the new flyer a different look. A draft will be available for viewing at the April General Membership Meeting. Please feel free to give us your comments. The purpose of the flyer is to give VTR members a "heads-up" about our event. The flyer needs to be completed by July 1st in order to have them to distribute at the 2004 VTR Convention in Richmond.

We are still in need of a TSD Rally Chairperson and options for an "evening event" (to take the place of the rainy cookout we tried in 1995).

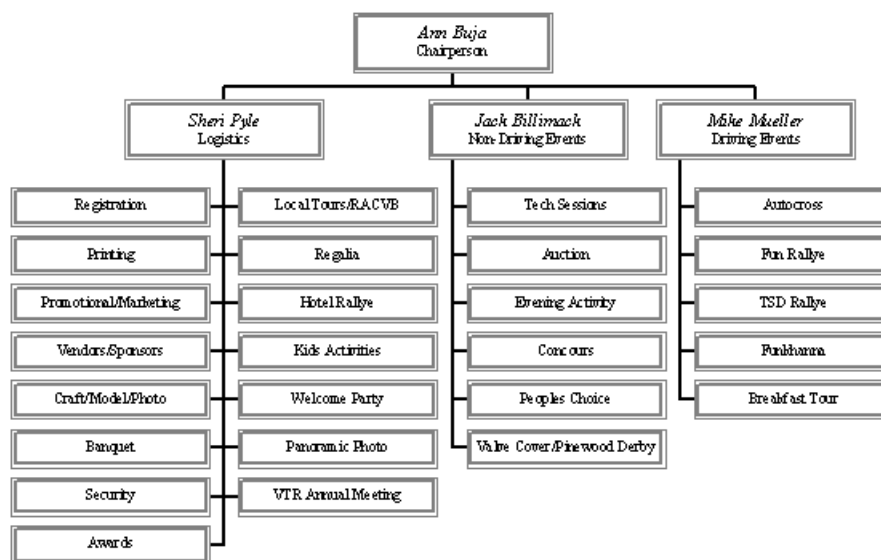
Next VTR 2005 Planning Meeting is scheduled for Sunday, May 2nd. Topics on the agenda are:

1. Finalize "Advanced Notice" flyer.
2. Review sponsorship levels and letters.

If you have any questions, please don't hesitate to ask. We want and need every ISOA members input to make this convention a success.

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

Preliminary Organization Chart



SCHEDULE OF EVENTS

TUESDAY, JULY 26TH

Registration/Information Center	Clock Tower Loc WC6	Noon - 7:00 pm
Craft/Model/Photo/Color Contest	Clock Tower Loc WC6	Noon - 7:00 pm
Tech Inspections	Clock Tower Loc 3	1:00 pm - 5:00 pm
Funkhana*	Clock Tower Loc 1&2	2:00 pm - 5:00 pm
Technical Session #1	Clock Tower Loc 5	6:30 pm
Welcome Reception	Clock Tower Pavilion	7:30 pm – 10:00 pm

WEDNESDAY, JULY 27TH

Registration/Information Center	Clock Tower Loc WC6	7:00 am - 4:00 pm
Craft/Model/Photo/Color Contest	Clock Tower Loc WC6	7:00 am - 4:00 pm
Hotel Rallye	Clock Tower Loc WC6	9:00 am
Technical Session #2	Clock Tower Loc 5	10:00 am
Fun Rallye*	Clock Tower Loc 2	10:30 am
Tech Inspections	Clock Tower Loc 3	1:00 pm - 4:00 pm
TSD Rallye*	Clock Tower Loc 2	1:30 pm
Technical Session #3	Clock Tower Loc WC4-WC5	2:00 pm
<Evening Event>	?	5:00 pm - 10:00 pm
Registration/Information Center pm	Clock Tower Loc WC6	10:00 pm – 11:00

THURSDAY, JULY 28TH

Breakfast Tour*	Clock Tower Loc 2	6:00 am
Registration/Information Center	Clock Tower Loc WC6	7:00 am - 3:00 pm
Craft/Model/Photo/Color Contest	Clock Tower Loc WC6	7:00 am - 3:00 pm
Autocross*/Tech Inspections	Rockford Speedway	8:00 am – 3:00 pm
Technical Session #4	Clock Tower Loc WC4-WC5	9:00 am
Craft/Model/Photo/Color Ballots Due	Clock Tower Loc WC6	4:00 pm
Judges School/Workshop	Clock Tower Loc WC5	4:00 pm
VTR Membership Meeting	Clock Tower Loc WC4-WC6	6:30 pm - 8:00 pm
Auction	Clock Tower Loc WC4-WC6	9:00 pm - ?

FRIDAY, JULY 29TH

Panoramic Photo Shoot	Baumann Park	7:30 am
Concours†	Clock Tower Loc 1&2	10:00 am - 3:00 pm
Participants' Choice Show†	Clock Tower Loc 1&2	10:00 am - 3:00 pm
Participants' Choice Ballots Due	Clock Tower Loc 6	2:00 pm
Banquet - Cocktails	Clock Tower Loc WC4-WC6	5:30 pm - 6:30 pm
Banquet - Dinner	Clock Tower Loc WC4-WC6	6:30 pm - 8:00 pm
Banquet – Awards	Clock Tower Loc WC4-WC6	8:00 pm - ?

SATURDAY, JULY 30TH

Farewell or Chrysler Plant Tour?

Any changes to this schedule will be posted at the Information Center

A mini-schedule (label) is in your registration packet for your convenience

* denotes a Moving Event

† denotes a Door Prize Giveaway

2004 Transmission Clinic

More than 20 enthusiastic ISOAers gathered at Club Clinic Central, aka Bill & Sherri's, on Saturday morning, February 21st to take part in the annual gearbox rebuilding frolic. Like your humble and obedient scribe, most of the participants tended more toward the observation mode than the actual wrenchmanship.

Jim Chabot offered up an "A" type TR6 tranny for resurrection and Dr. Billy, as always, was there to advise, counsel, hammer, press, etc. until the most reluctant part was removed, replaced, or "modified" (see accompanying photos).

Kayson also was there early with an "A" type OD box that began its life in a 250. Jack brought a gearbox, as did yours truly, but Jim's received first priority since he actually plans to use his car, with an operative trans (hopefully) this year while the others have the luxury of waiting awhile.

One of the more interesting occurrences was when Jim removed one of the fresh bearings from its wrapper, it turned out to be a few thousandths larger than the old one and wouldn't fit into the synchro. A couple of thousandths here and there is ok on your floor mats, but on internal moving parts, this can prove quite vexing. Fortunately, we had the identical part from a different vendor, in fact, we had the same part from all three major U.S. supply houses, and two of the three fit perfectly. I guess even when you buy new stuff, you have to measure to make sure that the parts are accurately manufactured, as if most of haven't already experienced such a phenomena.

By the way, the price in this case was virtually identical, so we can't assume that by paying more, we will get top quality. The hell of it is, each of the big three has at one time or another been guilty of selling parts that don't quite fit suitably. (You pays your money and you takes your chance.)

Eventually Jim and Billy got the trans back together and shifting smoothly. Sheri had popped a couple of pizzas in the oven and we broke for lunch.



Afterwards, there was some further wrenching and the crowd began to head for the exits about 3, although some of the guys hung out a little later to deal with specific issues that Billy and Joe Pawlak advised them on. All in all, it was great day to watch and learn from the masters, as is the case in all of our club clinics.

Suds



Michael Waltrip (15) is hit Saturday at Bristol Motor Speedway in Bristol, Tenn.

Busch bumps way to Bristol triumph

ELGIN 63, B...

Senior duo keys Maroons' triumph

LOCAL NOTES

Judson men's soccer team advances with 4-1 triumph

FROM STAFF REPORTS

Judson, making the most of its...

Chargers pin down FVC triumph

FROM STAFF REPORTS

Dundee-Crown piled up the early pins in scoring a 64-15 Fox Valley Conference win over Prairie...

Lowell

Dodge Neon SRT-4 looks like a work of art...

Performance triumphs in Dodge Neon SRT-4

By CONNIE KEANE
Northwest Herald correspondent

CHENRY 9
PRAIRIE RIDGE 1

McCarrel comeback a triumph

By ERIK RIEHLE
Northwest Herald contributor

CRYSTAL LAKE

Marzano and...

Johnson Valley's Paul...

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Armstrong's triumph remarkable

Nothing about the Tour de France is remotely easy. The 23-day, 110,000-mile bicycle marathon is as daunting and unforgiving as it gets. In 1999, Lance Armstrong couldn't even finish it three of the first four times. Now, the reigning champion, five times winner, is back. And he is even more so than those in 1999 through 2000. It was an unspeakably difficult triumph that prevailed.



From O. C. McLean, Wheaton
SPITFIRE.

Richmond, Ind.) Pall...

ISOA on the Internet

X-From_: isoa@snic-braaapp.org Thu Mar 18 22:44:00 2004
Return-Path: <isoa@snic-braaapp.org>
Received: from chimta03.algx.net (mta8.algx.net [67.92.168.237])
by mail42.megamailservers.com (8.12.10/8.12.9) with ESMTTP id i2J3i0gH012882
for <erik@midwestfilter.com>; Thu, 18 Mar 2004 22:44:00 -0500
Received: from ERIK ([67.94.126.146])
by chimmx03.algx.net (iPlanet Messaging Server 5.2 HotFix 1.16 (built May 14
2003)) with SMTP id <0HUT00JIJ1182W@chimmx03.algx.net> for
erik@midwestfilter.com; Thu, 18 Mar 2004 21:44:00 -0600 (CST)
Date: Thu, 18 Mar 2004 21:43:10 -0600
From: Ann and Tim Buja <buja@insightbb.com>
Subject: ISOA: News from ISOA's Keith (and Chris) Gill
Sender: isoa@snic-braaapp.org
To: isoa@snic-braaapp.org (ISOA Mailing List)
Reply-to: isoa@snic-braaapp.org
Message-id: <0HUT00JIK1182W@chimmx03.algx.net>
MIME-version: 1.0
X-Mailer: Microsoft Internet E-mail/MAPI - 8.0.0.4211
Content-type: text/plain; charset=us-ascii
Content-transfer-encoding: 7BIT

HI. We've been busy the past year, sorry we have not seen anyone lately other than occasional Pat Morse encounters.

We are well

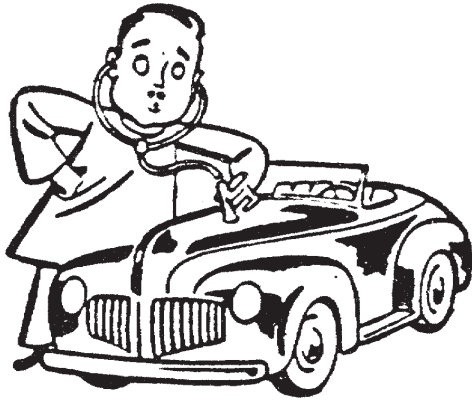
Wanted to tell you our email address is changed to k.gill@comcast.net

Hope to see you at the go-kart event.

ALSO, maybe you want to announce in the next newsletter or meeting that the U-505 will move Monday April 5th to the front of the museum. It will go into a new building underground. I highly recommend that anyone interested come down to watch this once in a lifetime event. Tell folks to let me know if they are coming so I can watch for them and perhaps offer an up close view of the move.

Also, I wrote a chapter for a book about the U-505. My chapter is about how the U-505 came to Chicago, there are 7 authors contributing to this book. It is due out in June. I can provide more details if anyone is interested.

Talk to you soon,



Commencing with this issue of Snic Braaapp and submitted for your approval, the editors of Snic Braaapp have chosen to include a new monthly “Question and Answer” column exclusively for technical support and advice. Consider this feature a “Dear Abby” of sorts for Triumph owners. Our contributing expert will be the renowned British author and wrenchsmith, Sir Bentley Haynes. Following service during the Big War as a cabin boy on the HMS Minnow, Bentley began his career as an apprentice draughtsman at the Standard Triumph Works Department and acquired his expertise by working under, in some cases, quite literally, the legendary Elwood Richardson, Ken’s redheaded stepbrother. They became inseparable and it was reported that they frequently spent many overtime hours in the dickeyseat of Elwood’s prototype Mayflower, making sure that the suspension could withstand the strenuous pounding that comes from manly driving. He is credited with developing the famous “Bentley Blower” variable induction system, the inspiration for which is rumoured to have come from these late-night sessions. Sir Bentley is perhaps best remembered for developing the left-handed monkey spanner [not to be confused with the monkey spanker on which he also worked extensively.] He was also instrumental in the installation of radiator fans on the “Sabrina” TRs, which came so close to victory at LeMans. Later he drove a specially prepared Razor Edge Triumph 2000 Saloon in the Alpine Rallye Series in the mid sixties, until an unfortunate mishap with a goat ended his racing career. [The incident was captured on film by a traveling camera crew and has recently been

downloaded onto the internet. It’s now possible, through the miracles of cyberspace, to view Bentley and that goat, along with other cloven-hoofed animals, at www.karasadultplayground.com.] In the late sixties, he turned his attention to arts and letters and worked briefly with the Monty Python Troupe, contributing greatly to the “Lumberjack” sketch, [some say from first hand experience.] Later he surfaced as a quality control inspector for Rimmer Bros. Pacific Rim Division, specializing in timing chain tensile strength testing, before turning his efforts to full time wordsmithing. His works include: *The Complete Guide to Lucas Electrical Fault-Finding, Volume I [AC/DC through Dynamos]* [13,872 pages]; *Competition Modification for the Standard Ten*, *Don’t Sweat the Swarf*, and *The Definitive Handbook on Mayflower Sequential Port Injection Conversion*. He has also served as a technical advisor for the Wisconsin Triumph Club. A life-long bachelor, Bentley now lives in semi-retirement on his ancestral estate, Neverland at Blueballs on Talleywacker, Middlesex Lane, Sleaford near Twickenham, NG21 PE17, A4, Blidworth on the Avon, where you address your inquiries. Occasionally, he has been seen calibrating audiometers to supplement his meager pension. We look forward to many years of invaluable advice from such a renowned individual and we hope that the extra profits from this year’s calendar sales will help pay for his trip to Rockford in 2005 where he has been asked to serve as our guest speaker for the VTR Convention banquet. His counsel is geared exclusively toward experienced mechanics only. Do not attempt any of his repair proposals on your own. ISOA, its board of directors, Snic Braaapp, or its editors accept no responsibility or liability for mishaps that result in attempting to follow his suggestions.

Q: Dear Bentley,

On occasion, I have noticed a small droplet of what appears to be automotive fluid on my garage floor beneath my Triumph after it sits idle for a few months. I believe that my Six may have developed a leak of some sort. What can I do to make sure that my car is not leaking?

Sincerely,
Jack B. Crystal Lake

A: Dearest Yacker,

A: Dearest Spuds.

Firstly, isolate the battery. You should employ what we in the UK refer to as the “fat bird” technique of locating wet spots. Attaching a suitable rotisserie mechanism, rotate the car 180 degrees laterally and inspect the underside [which is now the topside] carefully. Starting at the aft end of the car and working your way back, liberally spray “luminal” over the entire chassis. Employing the use of an ultraviolet lamp, locate any suspicious damp spots. Sprinkle flour [I prefer King Biscuit], on the sump, radiator, gearbox, and crownwheel cover. If the flour near the radiator turns green, roll it into a ball give it to a cat. Monitor the kitty for 36 hours. If the cat expires, [it will still have 8 lives left], you have a radiator leak. If not, move onto the sump. If you observe blackish spots, especially near the backside, you may assume there is an oil leak. Then proceed to the gearbox area. If you come across clearish wet flour, you can presume that the tranny is leaking. If you find similar stains near the diff, there is a leak in the crownwheel assembly. Lastly, if there is a wet spot between the diff and gearbox of indeterminable colour, hold a match to the flour. If you perceive a noticeable explosion, you have detected a fuel leak. Any or all of these leaks can be easily rectified by taking your car to a qualified Triumph Service facility. Don’t try to correct any of these problems yourself. If, after a thorough inspection, you find no leaks, you may safely take for granted that you have no fluids in your car.

Q: Dear Bentley,

I have located a Triumph 250, which I am considering buying. What should I look for? The seller, an apparently reputable, red-bearded fellow who once lived in nrarby Genoa City, Wisconsin and now resides in Kentucky, assures me that the car is completely original, but I have some doubts. It has a fiberglass body and a small block Chevy V8 motor, which I’m not sure, was a factory option. TIA.

Tim S, Naperville

Run; don’t walk, to the vendor. It sounds as if you have come across the Holy Grail of Triumphs. The rarest of the rare in terms of options on a 250 was the limited edition “Jamaican” package. The most telling characteristic will be the wiring harness, which is braided in a dreadlock configuration unique to this car. It did indeed feature the glass fibre, monocoque body and was powered by a special high-performance, Lucas FI, Chevrolet Vee Eight. It is estimated that only a handful of these cars was ever produced and none are known to have survived. Check to see if the radiator hoses are red/white striped. This was known as the Barber Pole hose and is quite rare. Also, check to see if it has the peculiar “Flipper” wheel covers, which were unique to the breed, and the Vogue yellow wide-striped tyres. Inspect the interior for the optional leopard skin squab covers and shag carpet, both of which were exclusive to the 250. There should be a distinctive odour to the interior, which was referred to as the “Ganja Smell.” [After inhaling the fumes from the interior, you may be able to actually observe an image of Bob Marley “ghosted” in the paintwork]. As with all Triumphs, you may, dispense with checking the electrical system, as it is virtually bulletproof, as well as with the chassis, which is also infallible. You should also carefully inspect the gearbox, as it is rumoured that the prototype featured an automatic tranny, developed by Buick in the early fifties. If this car has a chromium “Dynoflow” emblem on the boot, you should most definitely make haste to acquire it. If the emblem is not chromium, walk away from the deal. Good luck and Godspeed.

Q: Dear Bentley,

I have noticed that when the temperatures here on the farm get colder than –50 Fahrenheit, my Stag is hesitant to fire up on the first try, unless I pull the choke out all the way. This is quite bothersome and I would like your advice on any changes I might need to make to solve this problem.

Joe P. Hampshire

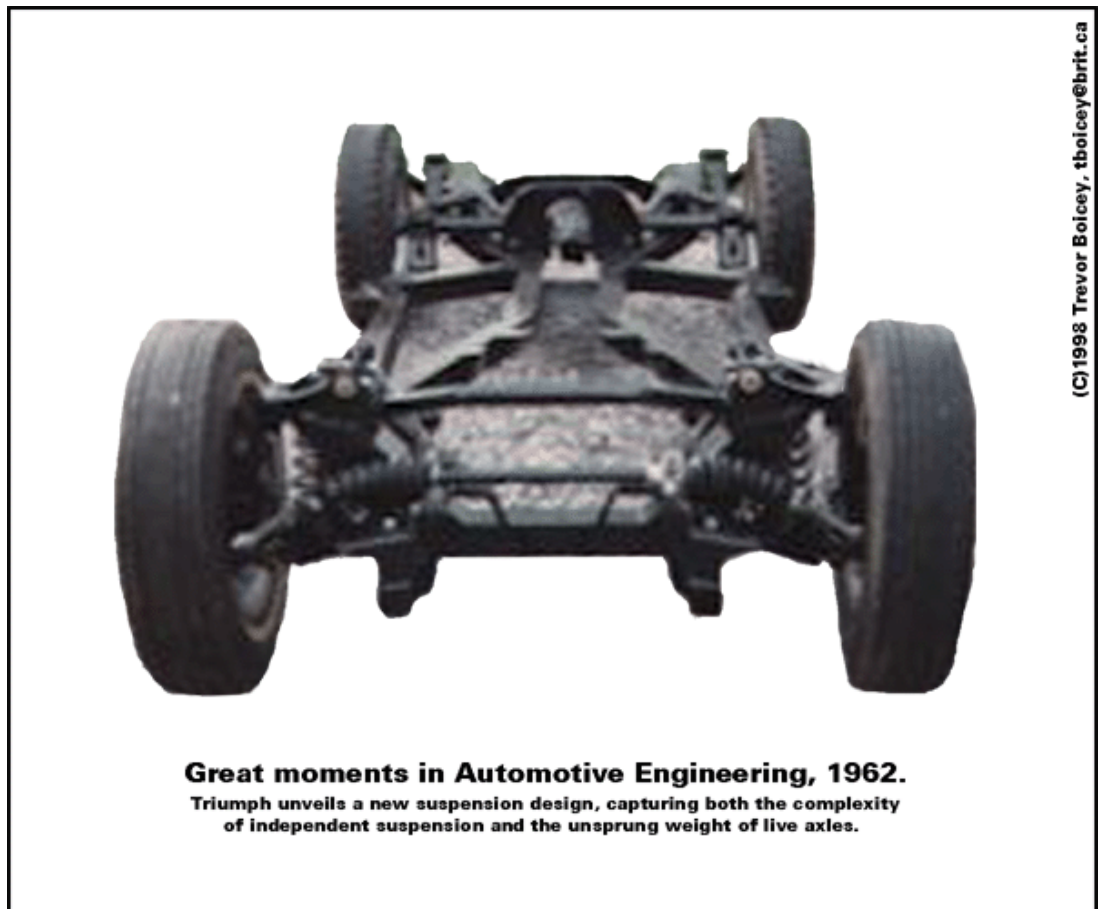
A: Dear JP,

First let me say that it is a pleasure to receive a question from someone residing here in the UK. As you may know, the Stag had a rather special motor, which combined molybdenum heads with a reconstituted, cast iron block [or maybe it was the other way around, whatever]. The pistons were fashioned of polyunsaturated aluminium whilst the rings were made from 25 karat decarbonised billet brass. The fasteners were also constructed of high-grade, recycled Wilkinson stainless steel. However, during production there was a temporary shortage of

“Anti-Seize” which we always used when joining dissimilar metals, and so Sir John Black ordered that “KY” Jelly be used so as to keep the assembly lines moving. The properties of this lubricant are legendary, but, unfortunately, when temperatures get below zero, there occurs what the metallurgists refer to as “shrinkage,” [a condition with which male swimmers are quite familiar] and, as you have observed, its wondrous properties are diminished and

excessive friction can result thus slowing the ignition process and causing premature firing. I would recommend that you remove all of the nuts, bolts, washers, grub screws, and gudgeon pins from the vehicle and fully immerse them with a generous coating of Duckworth 5 Star methylated spirits. Then, using a Churchill Tool 72/A163,

rotate the bumper bearings anti clockwise until the Pitman Arm is fully extended. Inspect the diodes on the starboard side for wear and renew as necessary. They should measure +/- 150 volts negative centigrade when properly calibrated. Apply a dab of Prussian Blue to the Gudgeon pins before reinstalling, and be sure to add a smidgen of paraffin to the dynamo. Liberally spray the intake manifold area with denatured starting fluid before pumping the accelerator 15-20 times. Extinguish any open flames before attempting to set off the car as the concoction is quite flammable, and be extremely cautious upon the initial startup, lest any of the mixture ignite and



cause irreparable damage to the paintwork, but you already knew that. Or you could pull the choke out. Happy motoring.

B.H. esq.

GREAT Time Bowling

(Man, never thought I'd use that line.) In true ISOA style the bowling alley of Hampshire Illinois has shut down to the public and reopened for the second annual all ISOA bowl.

Karen and I arrive a few minutes late (route 20, route 72 they all sound the same) but prepared with something for everyone. A full batch of oatmeal raisin chocolate chip cookies and vegetables with dip. It takes awhile for the members to get situated, have a cookie, get shoes, have another cookie, pair up on a stall and find the right ball (Man, never thought....). I'm sure there are others that actually forget to put on their bowling shoes before taking their first shot. Now I know why the "bowling shoes". It's a lot harder to bowl in Alaskan mud slippers.

Our team consists of my wife Karen "The Arm", Sandy "Smooth" and Jerry "The Bouncer" Hurst, Marilyn "Perfect" and Mike "Become the Ball" Blonder, Mark "I haven't played in twenty years or" Moore and me "power ball". (Names have been changed to protect..... well so no body will know we went bowling. Not that there is anything wrong with that.)

Before long you can't hear a thing for the noise as the alley comes back to life. Every stall is jammed with ISOA members trying to bowl. We have quite a few "ringers" in the club and



this quickly becomes evident in comparison to the rest of us. Once I remembered that you WANT to knock down the pins the game becomes more interesting for me.

One thing for sure no one else in the town Hampshire will have pizza tonight. Every bit of topping and ingredients at the pizza shop has been consumed in what must be forty or so pizzas we've ordered. Cold beer, hot pizza, great company, your own bowling alley and brand new shoes! It don't get any better than this.

Jeff and Karen Rust



ISOA Calendar Story

April 2004

Greetings gentle reader. My name is Lucille and I am affectionately known by my benefactor as “Lucille”, [or on occasion *Loose Seal*] the Wonder car [Possibly because he has been known to wonder out loud if anyone would be fool enough to offer him \$0.20 on the dollar for what he has “invested’ in me].

Actually my name came from a line in Cool Hand Luke [undoubtedly the greatest film ever made] when Drag Line explains to Luke that he called the girl in the car wash scene [her name was Joy Harmon] Lucille “. . . ‘cause anythang that purty jes’ got to be named Lucille.”

I was born in Coventry England in September of 1970. Like many wild and impetuous children of the early ‘70s, my formative years were unfortunately “misguided”. I had numerous affairs with anonymous young men who had only one thing on their minds - taking advantage of my “sporting” nature and then casting me aside after they had had their way with me. After many such brief encounters and meaningless relationships, life in the fast lane had taken its toll, and my wild and wicked lifestyle had finally caught up with me.

By 1985, I was only a shadow of my former self. It looked as if I was destined to an early grave as result of my years of abusive and reckless living. It was then that my champion, Bob “Suds” Streepy entered my life and introduced me to a life of chastity, piety, and sobriety. He took me into his home and lavished affection upon me beyond any that I had experienced in my former existence. At no small expense to himself, he restored me to my youthful beauty.

From 1985 until 1989, he repaired my oxidized frame, rebuilt my engine, transmission,

suspension, and hydraulics, [all of which have since been subsequently “re”rebuilt], replaced my brakes, clutch, interior, carpet, top, and repainted my exterior. He didn’t actually “do” any of these things himself, but he did sign every single check and charge slip all by himself, contributing to a severe case of premature carpal tunnel syndrome.

I made my official debut in 1989 and I immediately became a “hit” on the beauty show circuits throughout the Midwest. I regularly received “Miss Congeniality” awards at Heartland, Quadfest, Oakton, VTR, and Six-Pack rendezvous’ to name but a few of my competitions.

In 2001, I persuaded Bob to enter me in an event outside of my ordinary circles – Breckinridge Colorado]. He was reluctant to take me on such a long, strange trip for fear that trying to keep up other “faster” type TR’s, [plus the additional weight from an extra passenger] might put a strain on my fragile well-being.

His misgivings proved to be prophetic. Despite receiving an award in the beauty contest, the failure of my frail health became abundantly clear to our entire group on the return trip [See October 2001 Snic Braaap for gruesome details]. I was able to make it home – barely – under my own power [or what was left of it]. I have since undergone major reconstructive surgery.

Dr. Andresen, of the world famous Andresen Clinic, and his staff of physicians, diagnosed my condition as being near terminal, but thanks to Bob’s limitless generosity, I underwent a rejuvenation of my vital organs in March of 2002, and emerged much healthier. I traveled to Mid-Ohio in my maiden outing and performed flawlessly for the next two years.



In the spring of 2003 Bob observed that some of the frame issues supposedly dealt with in 1985 were beginning to resurface. After some deliberation, and a couple of beers, Bob decided to replace the frame completely and set about locating a suitable donor. That accomplished, he spent the winter of 03-04, not to mention more than a few dollars, having the replacement frame sandblasted, reinforced, and coated with P.O.R. 15. He then redid the brakes, front and rear suspension, rebuilt the diff and replaced the gearbox with a Toyota 5-speed conversion, installed a new wiring harness, replaced my aging redlines and stock rims with minilites shod in Bridgestone Potenzas, and gave me a fresh coat of enamel botox.

As of this writing [mid March 04], Bob is assembling a crack team of ISOA expert technicians to assist in my full and [hopefully] final renaissance. Hopefully, by the time you read this, I will once again be motoring down the highways and byways of the great Midwest, with Suds, my beloved benefactor and patron, behind my wheel.

[P.S. If you see me, honk your horn in a gesture of ISOA fellowship, don't be offended if I don't reciprocate- mine probably won't be working yet.]

Suds

queer eye for the straight six guy



The fab five, Bruce, Phillip, Irving, Georgio and Dale are here to provide an extreme makeover for all you straight six cylinder guys. We have observed you over the last few years and paaaleeezzze this just can't go on. We shutter to think that you are all going down the road to owning Miatas or Austin Healeys. Now hold onto your BVD's, this won't hurt a bit. You'll be a better straight six guy in the end. Is it wrong?

Food and Drink: You silly boy, the grilling of sausages is so suburban. If you want to be a true Metro-Sexual, you must upgrade the preparation of your food and get away from scorching it on over burnt wood products. Try being less of a caveman. Kingsford should only reference the kind of car that Rodney or Martin drives. Sausages need to be sauteed and then cut and served with a nice Napa Valley white wine.



Beer should always be consumed using an approved mug, stein or pint glass. The use of "Nascar bottle holders" or beer "cozies" makes you look like the new owner of a double wide. The finest micro breweries do not serve beer with this combination and you should not consume it in this way either. If you do not like your beer warm, then you will need to accelerate the rate of consumption that is proportional to the temperature increase of this liquid in ambient conditions.



The Straight Six and it's Owner: The owners of the straight six start to take on the appearance of their cars. This should be a condition that must be avoided lest you be compared to people and their dogs. Examples of this phenomenon is clothing that matches the car paint. Eyewear that matches the headlamps. More radical is one's physical characteristic such as hair color taking on the pigmentation of the straight six finish. And even more radical is your co-driver looking like the driver! A wardrobe change and Clairol hair color change and mousse can definitely counteract the effects.



Social Life: The straight six male should expand to venues other than car shows swap meets and technical clinics. This may be a very hard habit to break since being with other straight six males often brings many desirable feelings. After we reviewed the straight six guy habits, it was hard not to see and feel the attraction ourselves. The photos speak volumes.



It doesn't get any better than this!



Some behind the scene shots.



The way we feel after a long weekend.



A couple of big strong "bears" wrestling with very heavy car parts.



Clothing and Personal Hygiene: Behind every good straight six guy, should be a wardrobe that epitomizes taste and elegance. Our straight six model to the left shows off a nice Calvin Klein sweater with matching Louis Viton trousers. His coif is a simple yet wistful, trimmed with boyish charm. At the opposite end of the spectrum, is a straight six guy who came directly from the set of *A Clockwork Orange*. After we saw this we screamed extreme make-over! However this project will start when the nightmares subside and therapy is well under way for the fab five.



The Final Straight Six Makeover: There is a host of improvements that can be made with your automobiles. For example, lose the wood dash as it looks like a 70's recreation room. Replace it with a fabulous black Corian with stainless steel trim. The vinyl seats need to be replaced with the finest leather that has been conditioned to provide a



baby soft touch. When we saw the pictures of what you poor boys could have had in a sports car, we cried for days. This was the most beautiful thing we ever saw. We recommend that manufacturers create new body panels and accessories to turn your ho hum sports car into a *dream*.

That's all for now, we look forward to helping you achieve all you can be and to provide a queer eye for the straight six guy.

BASH 2004

By Hands

This year's Big Bash held at the Elk's Club in Des Plaines on Saturday January 10 once again demonstrated that ISOAers are more than mere gear heads. We are some hard partying, good timing gear heads!

Festivities began with hot and cold hors d'oeuvres and the customary cold beverages that accompany such fare. This writer was partial to the breaded 'shrooms and itty bitty egg rolls. Dinner soon followed and then the real fun commenced.

In a game of "Who Dat?", each person was given a small poster of photos showing about a dozen members in their youth. It proved to be entertaining figuring out who was who. While some were pretty obvious, others were quite the challenge. Some, like the Pyles and the Pawlaks haven't changed much over the years. The Kendzy's however, were a bit tougher to ID. Jack Billmack as a GI even sported a full head of hair

and a small waistline! Following about fifteen minutes of head scratching and finger pointing, the group put down their pencils, and the person behind each picture stood up and identified him or her self.

The tried and true "Picture Game" then began, where the folks at each table worked together guessing the identity of celebrities' pictures on cards, ten to a card. With as many cards as tables, these cards were passed from table to table. The table with the most correctly identified pictures won the game. I forget which table claimed victory, but I'm sure they cheated.

Awards were then presented to those of meritorious ISOA achievement in 2003. Tim Smith snagged the Super Boomer for greatest amount of monthly Boomers. The Super Peter M. Roberts for the greatest number of monthly PMR's was smilingly received by Billy Pyle. Joe Pawlak and Bob Streepy were recognized for the most Snic-Braaapp submissions.

The closing game was "Guess the Part". Brave souls reached into a bag, and had to, you

guessed it, identify a car part by feel. While ignition points and a brake caliper were easy, the miniscule turn signal from a TR2 was another matter entirely.

Great party music was once again provided by Disco Dan Swanson and leather clad Kathy. The party broke up at about 11:00, and a good time was had by all.





Vintage Triumph Register National Convention

July 14 - 17, 2004 in Richmond, Virginia

Register Instantly On-Line at www.vtr2004.com or mail this form



Registrant and Vehicle Information

Driver A (as it will appear on your name badge)

Driver B (as it will appear on your name badge)

Other non-driving family members names for convention name tags

Street Address

City, State, Zip

() Home Phone E-mail Address

Vintage Triumph Register membership number

Local Triumph Club Affiliation

Vehicle Year/Model Stock/Modified/Prepared

Vehicle Year/Model Stock/Modified/Prepared

Do you plan to participate in the Autocross? Yes No
Do you plan to trailer your car? Yes No
Do you want to be a Concours judge? Yes No
Which show do you plan to enter? Participant's Choice or Coucours

Proof of Insurance/Autocross Inspection

Proof of car insurance is required to participate in moving events. Tech and safety inspections are required in order to participate in the Auto-cross. Any vehicle may be disqualified at the Technical Inspector's discretion for safety reasons.

Waiver

PLEASE READ CAREFULLY AND SIGN THE FOLLOWING:
I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the Richmond Triumph Register and the Vintage Triumph Register, collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in this convention.

Signature (Driver A)

Signature (Driver B)

Payment Information: Please make check or money order payable to: RTR-VTR2004 and mail along with this registration form to:

**VTR2004
PO Box 3876
Richmond, VA 23235**

Registrations will be confirmed via e-mail or card. Please contact us if you do not receive confirmation by two weeks after registering.

Registration Fee

Registrations postmarked by June 1 get a free VTR 2004 cap

For VTR Members

- One car by 6/1/04 \$100=
- One car after 6/1/04 \$110=

For Non-VTR Members

(Includes \$30 VTR Membership fee)

- One car before 6/1/04 \$130=
- One car after 6/1/04 \$140=

Additional Cars @ \$25 each=

Options

Scenic Tour Box Lunch and Plantation Ticket @ \$20 each=

Barbeque Dinner @ \$15 each=

Awards Banquet (Reservations needed by July 9th)

- Chicken @ \$30 each=
- Chicken (Child 4-12) @ \$15 each=
- Beef @ \$30 each=
- Beef (Child 4-12) @ \$15 each=
- Vegetarian @ \$30 each=

VTR 2004 Regalia

For pick-up at the convention

VTR 2004 Cap (One size) @ \$15 each=

Polo Shirt S M L

White Burgundy XL
Navy Gray XXL (\$2 extra)
@ \$35 each=

Sweatshirt S M L

White Burgundy XL
Navy Gray XXL (\$2 extra)
@ \$25 each=

Long Sleeve Denim Shirt S M L

XL
XXL (\$2 extra)
@ \$35 each=

T-Shirt (Short Sleeve) S M L

XL
XXL (\$2 extra)
@ \$15 each=

Total Amount Due (US \$)

Cancellations received no later than July 5, 2004 will be subject to a \$20 cancellation fee. Sorry, no refunds after July 5th.

Visit www.vtr2004.com for more regalia and on-line registration options.

For more information, visit www.vtr2004.com or contact VTR 2004 Chair Jeff Dewey at info@VTR2004.com or 804/746-9409

Lubrication Oil for the TR4 Gear Box, Overdrive and Rear Axle

The factory specified lubrication oil for the TR4 gear box, overdrive and rear axle is: over 30°F: API GL-4 Hypoid – SAE 90, under 30°F: API GL-4 Hypoid – SAE 80, gear oil. During the recent “stop the oil leaks” saga with my '64 TR4 GBX/OD, I needed to acquire a new stock of gear oil since my old (twenty years or so) supply of API GL-4 gear oil (some Esso, some Shell) was consumed between topping up the leaks and the several tries to solve the leaks.

I first made inquiry of the various oil companies (in USA only) easily found on the web and asked if they had a GL-4 gear oil and what happens if API GL-5 (commonly available) gear oil is used in an API GL-4 gear oil application. The consistent and typical answer was, “...if an API GL-5 gear oil is used in an application where API GL-4 gear oil is called for, chemical corrosion of “yellow metal” components may occur, such as bronze synchronizers, brass bushings, etc. This may lead to shifting difficulties or shortened life.” [Pennzoil web site]; “Typically, GL-5 gear oil will have about 2 times the active additive level of a GL-4 Product. This additional additive can cause problems with yellow metals such as brass or bronze.” [Castrol tech email].

The only oil companies I contacted which said they had a GL-4 product were Pennzoil, Castrol and Valvoline. Details follow:

- Pennzoil Gear Plus GL-4 SAE 80W-90 stock # 21176 32 oz bottle
- Castrol Hypoy Gear Oil GL-4 SAE 80W-90 35 lb pail (5 gal)
- Valvoline Hydro-Lube Gear Oil GL-3 & 4 SAE 80W-90 part # 538 5 gal por-pail

I also found the following product in one of the local chain auto parts stores (NAPA):

- Sta-Lube Hypoid Gear Oil GL-4 SAE 85W-90 part #SL24229 32 oz bottle (div of CRC Industries, Inc.)



At this time these are the product possibilities I know of in the US, if one wants to use API GL-4 in their GBX/OD. I bought 3 quarts of the Sta-Lube brand for about \$ 3.00 ea. (all that was on hand). The Roadster Factory sells Castrol Hypoy (cat #TRFGL4) repackaged in quart (32 oz) bottles for \$ 5.50 ea. + shipping. Since I really didn't need 5 gals of gear oil, and per Castrol their nearest stocking distributor was in Lebanon, IN, with none of their Illinois distributors handling Castrol Hypoy, I special ordered a case (12 quarts) of Pennzoil Gear Plus GL-4 SAE 80W-90 through my local auto parts store. In two days the oil arrived, cost was \$2.80 per quart + sales tax. I gave half the oil to my younger brother who owns a '72 TR6 and we were both happy and back in GL-4 for the foreseeable future.

StaLub (div of CRC Industries, Inc. [tech svc 800 521 3168, cust svc 800 272 8963,]) supplies a fine and inexpensive dispensing pump (product #SL4344) which makes adding gear oil via the GBX side fill plug from under the car on later GBXs reasonably easy. I have one of these pumps, with a plastic 90-degree elbow fitting on the hose-end and like it a lot, although

I hope to seldom make use of it in future.

There is some controversy about the best lubrication for use in the Triumph gear box, overdrive and rear axle. I understand the TR3 factory manual specifies motor oil for use in the gearbox and overdrive and some strongly believe the Laycock Overdrive will only function properly with motor oil, even that the motor oil must be nondetergent. To me, the concept of motor oil in the engine, coolant in the cooling system, gear lubricant in the gearbox, overdrive and rear axle, makes obvious sense, and what I've used since I bought my TR4 in 1967. This is also what the factory recommends.

Jay Holekamp

Congratulations

to Jack Billimack on winning the ISOA Belly Painting Contest, one of the highlights of the February Bowling Event. He narrowly beat out Jerry Hurst, Mike Mitsch and George Grumbos for this coveted honor.

March 7 2004 ISOA General Meeting Notes,



[In Case You Missed It]

A nice turnout in excess of fifty ISOAers was in attendance at the monthly meeting held at the Golden Pheasant on Sunday, March 7th. Ably filling in for our absent chief executive was our president in charge of vice was the Stagmeister himself, Joe Pawlak who initiated the proceedings shortly after 7:00 pm.

Herb Green of Naperville (TR 3B) and Bobby Zambrano of Downers Grove (TR 3A) were welcomed into the fold for the first time. Sherri announced that the club coffers were still reasonably full and several members of the VTR convention committee gave an update as to preparation now in progress for the '05 conclave in Rockford.

Joe spoke about the transmission clinic held at the Pyle's in February (a brief review of the event appears elsewhere in this newsletter). Sheri spoke glowingly of the February bowling extravaganza held at the Hampshire Lanes and several members seconded her opinion that all those in attendance had a great time. Joe then gave way to Jack Billimack who outlined some of events on the horizon for the upcoming driving season.

Glen Manarik spoke about the upcoming ChiliFest which he will host and Andrzej Jurek invited everyone present to a St. Patrick's Day party at his home and distributed flyers for the event. (Editors note – brave or foolish –you be the judge).

Jack also encouraged people who want to brush up on their driving skills to attend the North

Suburban Sports Car Club Racing School at the Elgin Best Western. Several members endorsed the event as very worthwhile even though you may not participate in competitive driving events; in other words, you don't drive on the Dan Ryan during rush hour.

Bill Pyle also mentioned that he and Paul Watts would be rebuilding a TR 6 overdrive transmission and that anyone who would like to observe and learn more were welcome to stop by on Friday, March 12th. Jack also reminded us that the spring tuneup clinic would be at Pyle's on April 17. This event will mark the debut of Bill's new/old Sun Machine, which in itself will be worth the price of admission.

Paul Watts also mentioned that LaFox Imports would be hosting a British car part swap meet on the 24th and everyone was invited to attend as a buyer or a seller or both. Lunch will be provided.

The first of what we hope will become a series of breakfast tours is slated for May 15th. Yours truly will attempt to lead a Saturday morning tour of the western countryside emanating from the Sandpiper Restaurant, located just north of the intersection of Stearns Road on Route 59. (The restaurant is scheduled to open soon, but we will default to the Cadillac ranch on Lake Street if the opening is delayed). Specifics will be posted in the newsletter as the date approaches. Jack also reminded us of the annual "Drive Your British Car Week" beginning May 22nd.

The first car show of the season will be in Champaign over Memorial Day weekend with a new host hotel, located near Assembly Hall. Additional details will follow. Other cars shows that will have ISOAers in attendance this spring and summer are the Wisconsin Show held in Sussex and the Michiana show in South Bend. The TRA meet (for TR 2-4's) will be in Ohio in June and the VTR convention this summer will be in July.

After a break there was some discussion of various projects, including Joe's update on his

daughter's Spitfire (completion date postponed L until summer), and Jack's trans/rear end, rebuild, coming along slowly but surely. He was certain that his car (now known as RoseAnn RoseAnnadanna (It's always something) would be operative by driving season.

Dave Kayson mentioned a very positive experience he had as a result of attending a body shop class at the College of Dupage.

Greg Hetzel won the raffle and left with some new tools, (never have enough, right?) Joe Byers nominated his son for a Boomer award for driving over a traffic circle and realigning his front end, not to factory specs, and Ed Krakowiak nominated a nameless friend for deflating his spare tire in order to fit it into the wheel well. Ed received a nomination for associating with people of limited intelligence. Ed became the temporary custodian of the bent wire wheel. The Peter M. Roberts went to the three Amigos (Jack Billimack, Dave Kayson and Jay Holekamp) for giving up a Sunday morning to ride with me from Bartlett to Elburn in order to load and TR6 body shell onto a trailer, drive back to Bartlett and mount it on the frame. Two hours for 10 minutes of lifting. They received a beer with three straws for their efforts.

With apologies for any unintentional errors or omissions, your humble and obedient scribe-

Suds



Fast Indoor Kart Racing

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

Where's Your Favorite Neighborhood Triumph Drive?

Newsletter Submissions

Snic-Braaapp is published monthly and you should receive it before the first membership meeting of every month. **Submissions received by the 10th of the month** will appear in the next newsletter. Submissions received later may be held until the following month. Late submission accompanied by a large gratuity or plausible threat are occasionally squeezed in at the last minute. Submissions can be either "electronic" or good old fashioned paper.

All photos and disks will be upon request. 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

If you are submitting digital photographs they will look better on paper if you send them as separate image files straight from the camera. Each time an image is cropped, resized, or edited some detail can be lost. Embedding an image in a word processing document can remove enough detail to make it unsuitable for printing. Using a scanner? 300 DPI (dots per inch) images are preferred.

ISOA On the Internet

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

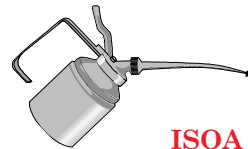
<http://www.snic-braaapp.org>

To subscribe to the ISOA electronic mailing list, send email to:

editor@snic-braaapp.org.

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.



ISOA Technical ExSurts

TR3	Bill "Whizmo" Pyle 630/773 4806
TR4	Pat "PowerBuldge" 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

Bobby Zambreno, Jr.
405 Hill St.
Downers Grove, IL 60515-5124
H:(630) 971-9138
EMAIL: zambre7@aol.com
Birthdays (MMDD): Bobby 03/28
59 TR3

Mark Johnson
237 Willis Ave
Rochelle, IL 61068-8827
H:(815) 562-6318
W-Him:(815) 561-2219
EMAIL: markj237@comcast.net
Birthdays (MMDD): Mark 04/05
74 TR6

Dennis Tobin
521 Cumberland Trail
Elgin, IL 60123-2669
H:(847) 741-5502
W-Him:(847) 931-1555
EMAIL: lafoxparts@aol.com
Birthdays (MMDD): Dennis 10/25

Paul Watts
193 Millers Crossing
Itasca, IL 60143-2839
H:(630) 250-9408
W-Him:(847) 931-1555
EMAIL: ATPTR6@aol.com
76 TR6, 76 TR6, 72 GT6



Happy Birthday to:

Mark Johnson on 04/05
Karl Vacek on 04/06
Stacy McReynolds on 04/07
Larry Nolan on 04/08
Chuck Montague on 04/08
Mark Fisher on 04/11
Frank Zelip on 04/14
Pat Goeke on 04/17
Chris Gill on 04/18
Irv Korey on 04/22
Ed Elzy on 04/23
Tim Buja on 04/27
Chuck Price on 04/27
Ed Krakowiak on 04/28
Jerry Hurst on 04/29
Dave Shedor on 04/30

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

Membership Counts

115 current memberships
168 current members

Classified Ads

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 or 386-428-5366

Free I have a 1976 TR7 that needs a loving new home. 30k+ miles, garage kept since purchased new, does not run. Good condition body, interior needs care. Great parts car or would be a decent project car. This car is offered free to someone that wants/needs it. If you're interested please send an email to kpecina@comcast.net including your phone number and reason why you want the car. I would be interested in a restored TR6

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

Not For Sale Tom Morgan's 1979 TRIUMPH SPITFIRE is not for sale anymore. He decided he couldn't part with it and nobody called him on it anyway.

For Sale 48' 1800 Roadster, original engine. The man my dad bought the car from brought this car from Engalnd to the US in the mid sixties. The interior is in excellent shape the seats have no rips and are very soft to touch, the dash is a beautiful ash finish and the body and frame are in great shape as well. After discussing with my mother, the owner, and some of my fathers friends who have in fact worked with the car, we have come to an asking price of \$10,000. I am open as I said before to offers and I am looking for a built TR6 engine. Please feel free, as you have, to call (815-529-1125) or email me (mTHREAT_77@yahoo.com) with any questions or information you desire. Colin McCarthy

Wanted A close cousin of mine is looking for a well sorted TR3A. He'd be a great addition to the club. Anyone trying to sell one, or know of anyone who is? Please contact me at mmdbr@comcast.net or call me at 630-832-4879 with any leads. -Hands (Mike Blender)

Wanted I'm looking for a dent free deck lid for a 76 Spit. Getting ready for paint and my paint man says way too many dents to be repaired. need no lock, just the deck lid. If available, let



For Sale I actually was a member of the ISOA till this year. Somehow I missed paying my dues and when I discovered that I had, I had already planned on selling the car. I will attach several photos, if you need more I do have some others. I have have had several inquiries this week, but no real offers. I don't have price range, I have an idea what it's worth but don't know what the market for this model is. More exposure the better. Thanks, Herb Greene





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. Not running. Stored outside in Chicago. Both are sunroof cars. They don't look particularly rusty from 20 feet. (Andy Mikonis can

take a closer look (for a couple cocktails at the next meeting), or at least come over and laugh at you while you load them up (free) - (773-523-3330)) Some unspecified spare parts included. Call Pancho at 312-489-3136 after 6 PM for details.

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.





Snif Barrff

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