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Snic Kraapp



The Newsletter of the Illinois Sports Owners Association

May 2004

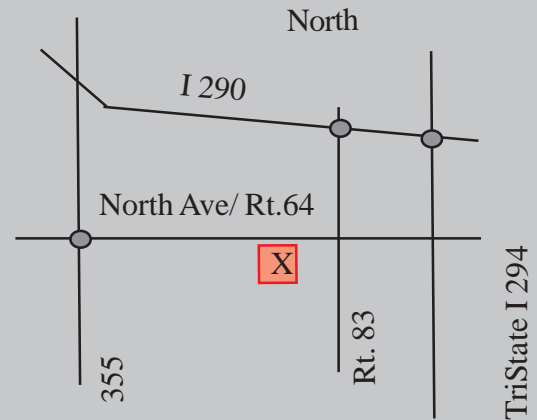


ISOA's own Keith Gill sets a new world speed record.
It's official: His U-505 is the fastest overland submarine in the world,
clocked at more than *100 feet per hour*.

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
Events	Jack "Spuds" Billimack*	815/459-4721 jbillimack@aol.com
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	Irv "Elwood" Korey*	847/831-2809 emanteno@attglobal.net
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

[insert plug]

Cover: Keith "Gastro-Boy" Gill supervises the transportation of the U-505 at the **Museum of Science and Industry**. Your humble editor scams a hard hat and a back-stage pass. For a close up view.



The Prez Column



Noises From The Engine Bay

I have to comment on the amount of "Laughter" by our members at the April Meeting. For those present, it was a very enjoyable time, for those who could not attend, don't miss the May Meeting.

It was this meeting that any member who had qualified for the Boomer Award, could be nominated and Sherry Pyle would still secure the majority of votes. It all started with a member looking inside another member's Stag in the parking lot and noticing the ignition keys were in the ignition, and therefore, he was nominated for the treasured Boomer Award. Well, he then blames his wife. It was so funny. Then, Bill Pyle, started discussing his nominee (wife, Sheri Pyle) and did a wonderful job in communicating her Boomer Act, also relating to ignition keys. Then, Jack Billimack nominated his wife, Barb, for a similar ignition key boomer act. It was so funny.

I am looking out my window and I see Sun Shine! Many of us have been indoors these past few days doing our taxes. I can't remember the last time we had rain. This is Triumph Driving Weather! Dry, Cool and Sunny!

I did take the opportunity this past Saturday, to lower that convertible top and take out the TR7. The Sun felt so good, the car handled so well. I am so glad Triumph Weather and Baseball is here!

The Fun is just Starting, Your Best Triumph Miles are right in front of you,

Best Regards, The Factor.

Phil Fox

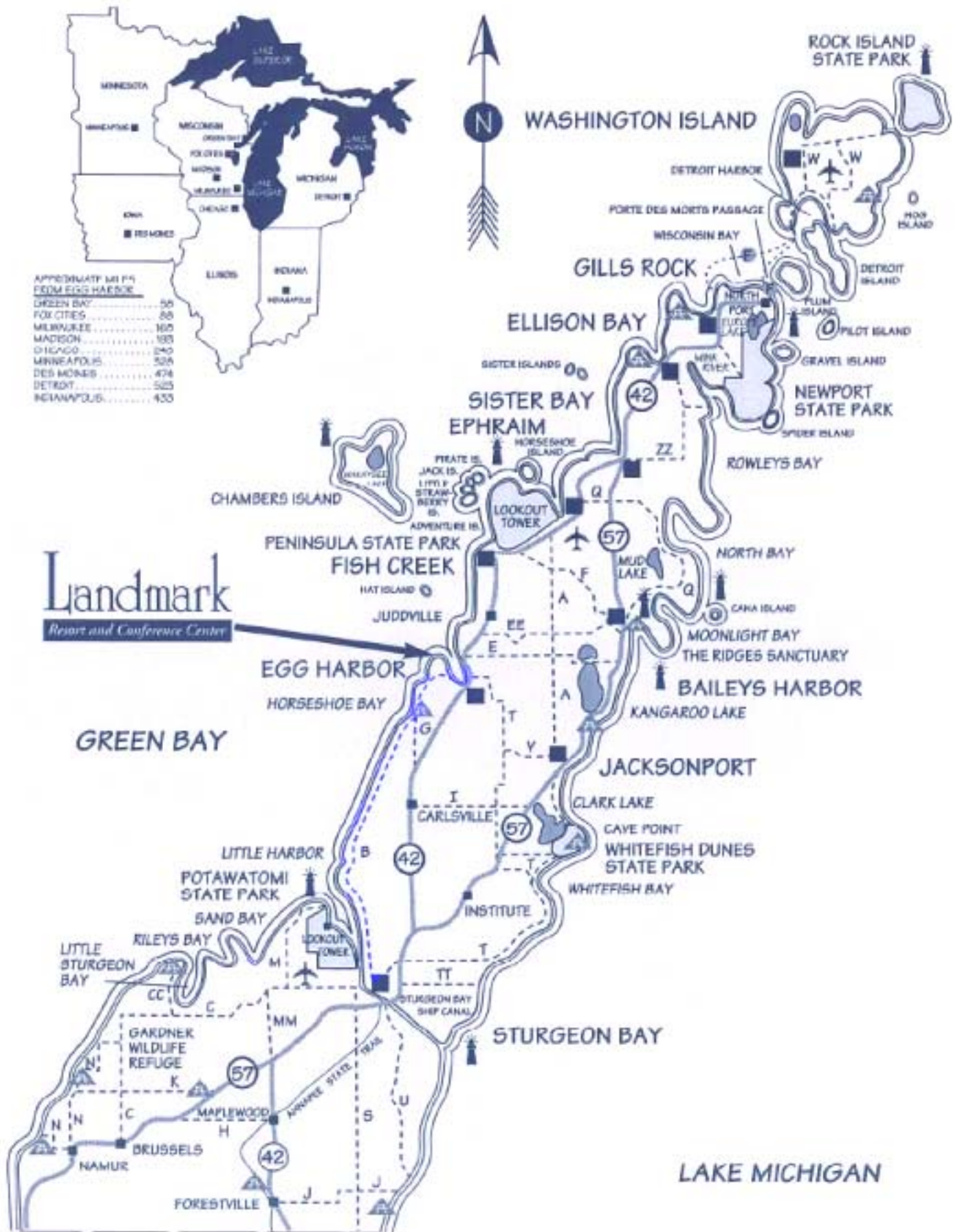
Thanks to an alert Mike Blonder posted to the ISOA email list and an opportune appointment at the University of Chicago Hospital I was able to drop in on our own Keith Gill as he supervised the first leg of the U-505's journey to its new underground exhibit hall.

As many of us vaguely recall from field trips to the museum, the WWII capture of the U-505 by U.S. Naval forces was kept secret until the end of the war.

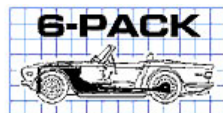
I recently visited the Saturn V exhibit at the Kennedy Space Center. Seeing the Saturn V moon rocket displayed in sections on its side brought tears to my eyes. As I was standing beside the deceptively massive U-505 a few weeks later I realized what a huge engineering feat it was to build and operate these submarines. Their crews devastated allied shipping during the war but they paid a terrible price for it-only 20% of them ever came home.

U-505 Curator Keith Gill (what a cool title!) offered to sponsor a contest. The ISOA member whose guess is closest to the actual weight of the U-505 will receive a VIP tour of the boat. One guess per member. Please send your guesses to "editor@snic-braaapp.org" or mail them to me at 751 Gardner Lane, Lake Forest IL,60045 and I'll announce the winner in the next issue.

Erik "Iceman" Quackenbush



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 _____

The 6-Pack of hot sites for the Door County area

For those touring in from the east –
Lake Michigan car ferry is a wonderful alternative to Chicago traffic.
www.ssbadger.com

For the truly adventurous –
Continue on to Washington Island where time stands still.
www.wisferry.com

There's always a brewery –
www.shipwreckedmicrobrew.com

Stop your wining –
Door Peninsula winery on the way in
www.dcwine.com Orchard Country
www.orchardcountry.com once there

For the Anglophiles –
All things British in Egg Harbor
www.madeinbritainltd.com

Oh, and the food... –
-Summer Kitchen Restaurant
www.the.summerkitchen.com
-Great Northern Grill
at Sister Bay – ***PIZZA!***
-Al Johnson Grass Roof Restaurant
- Door County Ice cream factory
at Egg Harbor and Sister Bay

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





May 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
May				
2	Su	3:00		2005 Convention Planning Meeting. CANCELLED
2	Su	5:00		ISOA Board Meeting at Mack's Golden Pheasant
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 day		"Drive Your British Car Week"
22	Sa- Su	5:00pm-4:00am		All Nite Flea Market-Auction & Fun Extravaganza at Lake County Fair Grounds. ISOA/British Car Union will have a booth to promote British Cars. All welcome. Bring your flashlights.
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)
12	Sat	8:30		Second Dawn Patrol Breakfast & Driving Tour. Hosted by Peter Conover. Tentatively, Begin about 8:30 at the Buzz Café on Harrison Street in Oak Park (easy access from the Austin exit on I-290). After breakfast, tour around Oak Park, River Forest and Forest Park, including driving by some Frank Lloyd Wright sites. Maybe head downtown afterwards. Get more info elsewhere in Snic-Braaapp and at May & June meetings. Contact Peter Conover at 708.383.9160 for up to the minute info.
13	Su	All day		Peoria British Car Show. In beautiful park along the Illinois River this year.
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	10:00-3:30		Wisconsin British Car Field Day, Sussex Village Park, Sussex, WI. Pre-register by June 13 = \$10. Later and day of event = \$15. Call 262.679.0041 for more info.
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)
Jul				
4				No Meeting. See July 11.
11	Su	4:30		ISOA Board Meeting (2) (<i>Note - not first Sun. of Month</i>)
11	Su	7:00		General Membership Meeting (1)
9-11	Fr-Su	All day		Iola '04 Old Car Show & Swap Meet. Iola, WI. See www.iolaoldcarshow.com for details. Contact Bruce Barnett at 847.301.8276 as he might host an overnight at his nearby family compound.
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.
- 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.

Road Rallies

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.

VTR 2005 National Convention Update Corner

Another planning meeting took place on Sunday, 1/25/04, at the Bujas' house. The main topic was Sponsorship Levels. We have decided on five (5) levels of sponsorship. Each level is based on a range of either cash or merchandise. Writing of the letter to be sent to potential sponsors will be held on Sunday, May 2, 2004, at 2 pm, prior to the ISOA board meeting. Sponsorship letters will be mailed in September 2004. Please let any ISOA board member know of any company we should send a sponsorship letter to. The development of an "Advanced Notice" flyer will also be discussed at the May 2nd meeting. 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.

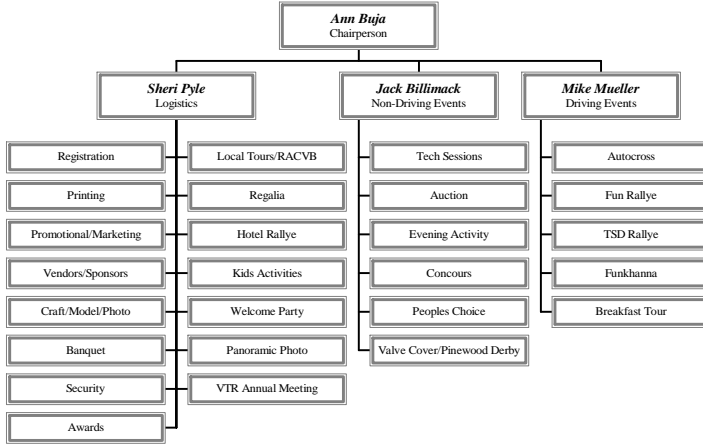
The winning convention logo will be revealed at the March 7th ISOA meeting. The ISOA board was deciding on the logo at the February ISOA Board meeting. The logo will be used in publications for the convention and regalia.

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). Ann is working on a tentative events schedule and will send via e-mail to the mailing list.

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



8/15/03

April 4th 2004 ISOA General Meeting Notes,



[In Case You Missed It]

Just over forty Triumph Enthusiasts, including three who actually drove their roadsters, attended the April ISOA meeting at the Golden Pheasant. President Factor initiated the proceedings shortly after 7:00 PM and welcomed Dan Helgren of Gurnee [TR6] and John and Pat of Glendale Heights [TR 6] into the ISOA fold for the first time. He also introduced the club officers and tech “exspurts.” Sheri announced that the club treasury was still in the black. Jack “Spuds” Billimack spoke about upcoming events, including the tune up clinic that will mark the official unveiling of the Pyle’s antique Sun machine, the go-kart racing to be held at a track in Buffalo Grove, the swap meet sponsored by LaFox Imports, and the first breakfast tour of the season. There are also plans for a club outing at an all night flea market at Lake County Fairgrounds in Grayslake. Hopefully there will individual reports appearing on the pages of the newsletter giving further details of these events after they have taken place. Jack also reported on events of the recent past, including ChileFest ‘04. 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 the break, the monthly nominations for the Boomer and Peter M. Roberts awards were made. The Boomer nominees included Mike Mitsch, for leaving his keys in his car in the Golden Pheasant parking lot, *with the top down*; Barb Billimack, for locking her keys in her car; and Sherri “Big Mama” Pyle for mistakenly thinking that she had lost her keys after the March meeting, getting Jack and Barb to drive her and Billy to Itasca from the Golden Pheasant, realizing that she had them in her purse the whole time,

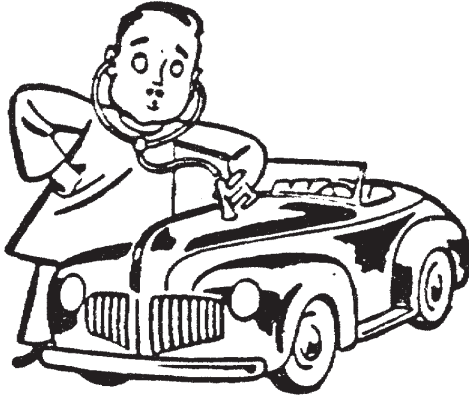
and trying to figure out a way to blame it all on Billy! [Do you see a theme here?] You can probably guess who has temporary custody of the bent rim this month. Peter M. Roberts nominees went out to Billy Pyle for rebuilding a transmission, Mark Moore, for loaning a



differential to Ernie Hussman, Corrine, the bar maid, for being nice to George, and Mike Mueller for all of his help in re-assembling Streepy’s TR6. In a close vote, a free drink coupon and the loving cup went to Mike “Toofus” Mueller. This month’s raffle was won by Mike Mitsch, who selected a bag of car goodies. The meeting adjourned around nine. With apologies for any unintentional errors or omissions, your humble and obedient scribe-

Suds

Advice to the Shopworn



Sir Bentley Haynes is a distinguished man of letters with an extensive background in British automotive engineering. His resume was outlined in the April issue of *Snicc Braaapp*. Due to the unusually high volume of questions from ISOA members, he has requested that all technical inquiries be screened and forwarded to him by way of the secretary of ISOA using the digest mode; He is not able respond to direct questions, but your letters are very important to him and they may be monitored by Scotland Yard for quality control. His reasons will be fully explained in an upcoming exclusive *60 Minutes* interview with Ed Bradley.

Dear Sir Bentley,

Thank you for your prompt response to my previous inquiry concerning the air conditioning system in my TR6.

Per your advice, I bled the R-12 refrigerant from the compressor into the atmosphere (almost three pounds worth!) until all the back pressure was relieved.

I also carefully flushed the vents with finely ground asbestos powder, but <cough> the system still seems to produce only hot air.

What should I do next?

Vladimir Tepes
666 Rumanians on Spit
Walachia.

Dearest Vlad-

Yours is an all too common problem among the Eastern European versions of the TR series. There are several methods of purging excessive hot air, but one must extremely vigilant in adhering to the environmental standards of your region. Fortunately, your President Bush has embarked on a world wide environmental program that will fit nicely with the guidelines once in effect in the former Soviet Bloc. I assume you are running Windows 95. Disregard these instructions if you are still using DOS, in which case you need to repolarize the exhaust escutcheons to positive molecularity. Firstly, isolate the battery and attach suitable jumper cables of at least 120 megahertz to a home market Trabant, preferably without a PCV valve, [which shouldn't be too difficult in the western regions of Walachia.] Allow the vacuum from the Trabant to completely evacuate the residual asbestos, being careful to save it for future use, and replenish with negatively charged ions heated to precisely 213 degrees Centigrade. Insert several liters of de-ionized dry ice into the heat exchanger and double check that the thermo coupler has at least +/- .075 end float at the aft end. Recalibrate the anti-run-on valve setting to 75-90 to ft-lbs of torque and reattach the anti-pollution controls, being careful to follow the official Walachian OSHA standards. Should your system still continue to pump out hot air, may I suggest you roll down the Windows 95 and install XP, preferably the Pro version 2.1 Happy Motoring

BH, Esq.

Dear Sir Bentley,

My name is Phil and I fear that I am becoming a Triumphaholic. My warning signs are as follows:

-I keep acquiring Triumphs that I plan to restore, but I never actually do any work on them, even though I already have more than I can ever hope to operate. [I have even paid a finder's fee to other Triumphaholics for locating cars for me to buy.]

-I hide my Triumphs from my spouse and don't tell her how much I spend on parts

-My friends are all Triumpholics but all we have in common is Triumphs. [We have been known enter Triumphs in car races that don't even function.]

-I squirrel away parts that I don't even want or know the function of, in some cases, even seizing them before others who could actually make use of them have an opportunity to pick them up.

I fear that my Triumphaholicism might take a toll on my relationship with my family and friends. What can I do to grapple with this quandary? Please help me.

Phil F. Burr Ridge

Dearest Factor

My good man, you are suffering from a most grave condition. It is clinically known as *Triumph Envy* [which would make a first-rate name for a rock band.] It might even be necessary for me to make a transatlantic house call in order to exorcize some of your demons. Fortunately, you are already well along your way on the road to recovery just by admitting you have a dilemma. For this you are to be commended, but there is much to do alleviate your suffering. You must stringently follow these six steps in order to achieve self-actualization and freedom from the evil spirits of the Prince of Darkness

1. Prepare an elixir of Castrol 20W-50, mixed with ¼ tsp of oxidized 15 swg frame rot. Add ½ cup of fine thread castellated nuts and circlips. Beat into a soufflé and bring to a rolling boil. Fold in 6 oz. of Guinness draft, [bring the remainder of the case to the next board meeting], using a suitable Churchill Tool S.422-11A, whisk until the mixture has a consistency of cat excrement. Sprinkle in a dash of Duckhams Five Star and smidgen of Girling Crimson Hypoid 90 wt. Bake at 900 degrees for 2 hours or until done. Sprinkle with denatured Kitty Litter and spread the mixture over you naughty bits until the urge to buy more Triumphs has abated.

2. Join an organization of Triumphaholics, such as ISOA [Avoid contact with the Wisconsin club, as their ethics are somewhat marginal.] and try to become an active member, perhaps even holding some minor office in the organization. Begin each meeting by stating your name, acknowledging your problem, and welcoming new members who share your affliction.
3. Divest yourself of any "project" Triumphs, keeping only those cars [or car] that are actually operative and are not offensive to the naked eye. This also applies to trailers used to haul the cars.
4. Give away all of you surplus parts to the members of ISOA, starting with the members of the board and going from your left to right as they sit at the head table.
5. Confess to your spouse [All right, maybe that one isn't such a hot idea]
6. Repeat to yourself each time you are tempted to go off the [estate] wagon "One is too many and a hundred isn't enough."

By carefully adhering to these principles, you should be able to achieve a level of sobriety and intellectual lucidity that will sustain you in any circumstances in which the urge to acquire more Triumphs hits. I pray for your full and speedy recuperation.

B.H. Esq.

Dear Sir Bentley,

I read recently in a UK periodical about a motor known as "Coventry Climax" Since I am in the midst of restoring my TR6 and the original engine is a little older and doesn't fire up as frequently as it used to, should I consider replacing it with a rebuilt of this variety?

Yours truly
Valerie S., Freeport

My Dear Woman,

The Coventry Climax is a derivative of the famous Wanker rotary type motor, developed by the famous Danish engineer, Rudolph "Rudy" Wanker. It is a three stroke, or "manage a trios" [inhalation, compulsion, & revulsion] type used in propelling lightweight amphibious vehicles such as the Sopworth Mosquito and the Sunbeam Aerofrog. Because of the need for monthly maintenance, they are not often installed on manly cars such as the TR series.

As the TR series engines age, it is not uncommon for them fire up with less fervor, if at all, as when they were fresh. It is predicament that affects TR6's [AKA – the man's car- although if it's so manly, why then does it squat to take a leak?] the most. Modern pharmaceutical science have developed a whole range of measures which may can make an older engine fire like new again, but extreme care must be taken when applying this new technology to an older motor.

If you want to invigorate your old motor, you can attempt the following: Wearing a translucent shop coat, preferably in candle light, mix a little alcohol [I prefer a Merlot 1963 for special occasions] with your regular ignition mixture. It doesn't hurt to have some suitable background music- Foghat's greatest hits works particularly well- Don't overdo the alcohol or the engine may not fire at all, or fire too soon, neither of which is satisfactory. Drop one small blue capsule from the apothecary shoppe into the petrol tank and allow a couple of hours for it to take effect. This is designed to advance the spark; now vigorously pump the acceleratour.

Massage the shift lever repeatedly, and if necessary, place your lips around the gear selector knob to create a vacuum, whilst still stroking the shaft. This is known as the "Lewinsky Maneuver", named for Count Stanislaus "Stashu" Lewinsky who first demonstrated this technique in the 1937 Mille Miglia, [albeit on his riding mechanic] in his custom, Alpha Romeo powered Kubelwagon, * and must be used carefully, lest the operator allow too much fluid to reach the carburetor throat body and choke.

This should cause the piston to begin to fill with fluid and thrust itself into the combustion chamber. Repetition should continue for such time as necessary until the ignition phase occurs, after which some smoking will likely occur, but should not be considered worrisome at this point.

If you find that you have been cranking for too long a period of time, as some women are wont to do, be sure to check the oil pressure, lest you cause the old engine to overheat and do irreparable damage. The Coventry Climax motor uses a two-stroke

technology, [1-penetration/ignition & 2-deep inhalation/exhaustion which many women find disappointing because the preliminary phase is omitted and the engine goes straight from compression to ignition, so frequently that often there is a condition known as pre-ignition. This occurs when the piston fires too soon in the sequence providing humiliation for the engine and dissatisfaction for the female, and should thus be avoided in all but the most extreme conditions. Happy motoring.

B.H. Esq.

*General Motors luxury Sport Utility Division is currently involved in litigation over the original drawings of the Kubelwagon, which claims that the "Hummer" design was actually originated by Count Stashu.

First Call to Breakfast

Saturday, May 15th, will mark the inauguration of what surely [?] will become an ISOA tradition: *the ISOA Saturday Morning Dine & Drive Society*. The maiden outing will start in Bartlett [official motto: we're trying to pretend we're nowhere near Streamwood] and originate at the Nest Café, one semi-occupied strip mall north of Stearns Road on Route 59. As of this writing, April 10, the facility is still under construction, but your humble and obedient scribe has it on good authority that the restaurant will be open for business by the time of our outing. The plan is to gather for breakfast around 8:00 AM and depart for a leisurely ride in the bucolic countryside of DuPage, Kane, and DeKalb counties around nine. Our jaunt should bring us back to Bartlett around noon with a stop at Streepy's House of Suds optional. If the Nest Café is not yet open, we will convene at the MacDonald's across the street on Route 59. From the east, take I-90 to 59 and go south about five miles. The restaurant will be on your right, a mile past Bartlett Road. From the south, take I-88 to 59 and go north about ten miles. The Nest Café will just past Stearns on your left. For further information, call Bob Streepy @ 630/372-7565 or e-mail trsteep@avenew.com. See you there.

VTR 2004

At the last meeting, a couple of people asked about the host hotel for the 2004 VTR Convention. Here is the information:

Host Hotel is Sheraton Richmond West Hotel
Toll Free: 888.565.7654
Direct to Hotel: 804.285.2000

Convention is July 14-17. Folks should ask for the VTR rate.

Jack Billimack

SAD NEWS

A friend of ISOA and a supplier of excellent machining and engine work for many of us is closing up shop. As of April 30th, Andresen Engine Development will cease to exist. I met with Tom and Tim yesterday and was filled in by the sad news. While rumors were surfacing, this is official confirmation. There are many factors behind the closure and it really comes down to a couple main issues. While his shop was extremely busy, it was busy for the 3 main workers there (Tom, Tim and Chris). The amount of work that could be produced by those 3 was not enough to meet expenses of the business. Sadly Tom could not recruit new apprentice, journeyman, craftsman (machinists etc.) because these skills were not available in the marketplace. A source of someone to train and transfer these skills was high school students who wanted to go into a trade etc. Tom said that no high school kid wants to do this type of work anymore or are even interested. So this potential source was gone and any of the other skilled folks were already employed by others.

I have known these guys for a long time and the frustration was very evident in their voices. They have come off two extremely successful years producing two national champion formula V engines and the notoriety that goes with that success. Unfortunately this was too late to make a dent in the financial health

of the business. The hole was getting too big to get out of. On the cusp of something big, yet couldn't get the labor to keep up with the demand of work. And this is skilled labor as neither of these guys said they would compromise quality to push things out the door. Now you know one of the reasons there was a long turnaround for work performed.

The last engine that they will have machined, assembled and delivered in April is not a formula V, an American V8, a custom hot rod, but a simple Triumph Spitfire 1500 engine that will be installed in Sandy's car. I guess this should be an honor. Geez maybe I should get a brass plate or something put on it.

Tom will be introducing me to another machine shop in St. Charles. They do excellent work (concentrating on mostly "classic cars") and he said we (ISOA) will be happy with them and feel confident in the quality they produce. We already have an informal connection with them as this is where our TR6 blocks go to get line bored for new cam bearings and where our crank shafts are sent to get turned and polished. I will meet with these guys and give them the scoop on the club. While I have not talked with them, Tom said that they would be willing to give us a tour and such. I think that some of the "tech weenies" of the club should do a recon mission to this new shop.

I will do a formal writeup for the May Snic Braaapp to announce this. I am truly saddened by this loss. It's like a friend has died. I am going to go out in the garage and shed some tears and sprinkle them over the Stag and Spitfire.

Joe



ISOA on the Internet

From: ITRMPH2@aol.com Date: Sat, 20 Mar 2004 07:42:22 EST Subject: TRials 2004 - "Six if by Sea " tour.

CAR FERRY TO AND FROM THE TRIALS 2004

Hey everyone! Looking for something new and exciting to do on your way to and from the Trials this year? Looking to spend as much "quality time" as possible with your 6-PACK brethren during the Trials weekend? Are you still overheated about the traffic in Chicago you experienced during the 2000 Rockford Trials? Well check this out?..

I'm trying to organize group rates for the S.S. Badger, a Lake Michigan car ferry running between Ludington Michigan and Manitowoc Wisconsin. The 2004 schedule is not out yet, but based on the 2003 schedule, we'd depart Ludington at approximately 9:00 am Thursday September 16th, and leave Manitowoc at approximately 1:00pm, Sunday September 20th. We can get special pricing if we can guarantee at least 25 people in our party.

The pricing is as follows:

One way: \$29 per person, Round trip: \$48 per person (regular rates are \$37 and \$61, respectively)

Car rate (in addition to the passenger fare) - \$49 one way, or \$98 round trip

Typically, the ferry staff will load the cars onto the boat; however, because we are a car club and will be traveling as a group, they will allow us to load our own cars onto the ferry. There are lots of things to do on board during the approximately 4-hour trip.

If you are interested, please contact me, and I will keep you updated regarding costs, schedules, and Wednesday night lodging info as things progress. You can visit the S.S. Badger website for more information:

<http://www.ssbadger.com>

Thanks!! Matt Mullin

brg69tr6@juno.com

(513) 321-6961

Allrighty Matt! Now THIS is how to turn a drive into an adventure.

When Karen, I and fifteen of our favorite ISOA friends TR-toured to Portland Maine for VTR1999, the whole group did a side adventure to Halifax Nova Scotia, Canada. This included the eight hour car ferry trip from Portland to Nova Scotia. I have to tell you, in the infamous words of 6-Packer Pat Pinkston, "It's a Hoot!" Two hundred Ford Taurus (all new cars look like a Taurus to me.) and eight TRiumphs. We experienced the "favored treatment" Matt mentions (without the discount. Good job Matt!) and watched as two hundred Fords rolled passed in front of us then beamed as all the TRiumphs were beckoned on. You have to hear supertraps inside a boat!

The experience is well worth the trip. If we were anywhere east even without intimate knowledge of the Chicago outdoor parking lot parade, we would definitely be joining Matt on the "Six if by Sea" tour.

Jeff and Karen Rust

TRials 2004



Membership Mumblings

NEW MEMBERS

Don Hill
2S415 Beechwood Lane
Glen Ellyn, IL 60137-6952
H:(630) 545-1468
W-Him:(630) 935-2837
EMAIL: dh334@aol.com



Birthdays (MMDD): Don 01/12
76 TR6

Jackie & Scott Regula
106 Sumac Lane
Schaumburg, IL 60193-1662
H:(847) 524-8324
W-Him:(847) 524-8324
EMAIL: ptges@comcast.net
Birthdays (MMDD): Jackie 09/08 & Scott 04/29
76 TR6

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.



Happy Birthday to:

Bill Jensen on 05/03
Andy Mikonis on 05/04
Mark McDermott on 05/06
Glen Manarik on 05/08
Mary Lou Gleason on 05/08
Vickie Korey on 05/09
Joan Shedor on 05/09
Ernie Husmann on 05/09
Karen Manarik on 05/15
Diane Mueller on 05/18
Linda Cesaro on 05/27

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

Membership Counts

124 current memberships
181 current members

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

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.



ISOA Technical ExSpurts

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	

Classified Ads

For Sale I have a '73 stag that I'm selling. It is complete but is not running. Body and interior is in good shape. Am willing to sell whole car as is or part it out. If you know of anyone who might be interested I would appreciate the contact. My name is Tom Falzone and live in Glen Ellyn, IL. e-mail: falz60@yahoo.com

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



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.



Snic Braaapp

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