



# *Snic* For the active Triumph owner!

# *Braaapp*

Official Newsletter of the Illinois Sports Owners Association

## A Visit From Saint Lucas

revised by Suds Streepy

**T**was the week before Christmas and throughout old Chi Town, not a Triumph was running, not even a Renown.

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

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

**O**ld missus promised, if I came through with the right gift, she'd polish my Yule Log [if you get my drift].

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

**O**ut to the garage I ran as fast as I could, pushed on the opener, and stumbled over a hood.

**T**he sparks from the Yule lights on my evergreen trees made my driveway look like the parking lot of the Exxon Valdez.

**W**hen what to wondering eyes should appear, but an old Group 44 semi with eight tiny engineers,

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

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

**N**ow Stalker! Now Yacker! Now Elwood and Spuds!  
On Toofus! On Toolman! On Gizmo and Suds!

**T**o the end of the driveway, inside the stall, now grind away, file away, cut away all!"

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

**S**o into my garage his wrenchmen they flew, with their chests full of tools, and St. Lucas too.

**A**nd then in a twinkling I heard from my bench, the twisting and ratcheting of each tiny wrench.

**A**s I drew in my head and was turning around, into my garage St. Lucas came with a bound.

**H**e was covered in grime from his cap to his shoes, and his clothes were all coated with grease and with ooze.

**A** bundle of parts he had flung on his back, and he looked like a peddler just opening his sack.

**H**is eyes were so beady! His forehead so wrinkled! His cheeks were so sallow, His nose like a pickle!

**H**is thin little lips were drawn up like a bow, and the stubble on his chin was as gray as could go.

**T**he butt of a Camel hung loose from his lip and a pint of Jack Daniels extended from the pocket on his hip

**H**e had a blank stare and his teeth were all yellow, and he shook as he wheezed, like a bowl full of jello.

**H**e was skinny and gaunt, a right scary old elf, and I shuddered when I saw him in spite of myself.

**A** twitch of his eye and a twist of his head, soon gave me to know I had something to dread.

**H**e spoke not a word but went straight to his work and crimped all the connections, and then turned with a jerk.

**A**nd sticking his finger inside of his nose, he flicked off a booger, and out door he goes.

**H**e jumped into his truck, to his crew gave a whistle, and away they all flew like the down of a thistle.

**B**ut I heard him exclaim as he rode out of sight, "Torque those lug nuts dipstick, because this is no rumor,

**I**f you forget to tighten them,  
*you'll wind up with the Boomer!*



Inside this issue...

Sir Bentley's Holiday Gift Guide

Front End Clinic

Tech Braaapp & More!

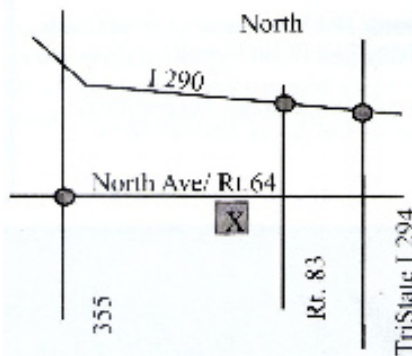


# ISOA Upcoming Events

Month	Date	Day	Time	Event
Dec.	5	Sun.	4:30	ISOA Board Meeting (2)
	5	Sun	7:00	General Membership Meeting & 2005 Elections(1)
Jan.	2	Sun.	4:30	ISOA Board Meeting (2)
	.		7:00	General Membership Meeting (1)
	22	Sat	6:30	Big Bash – Elk’s Club – DesPlaines.
Feb.	13	Sun.	4:30	ISOA Board Meeting (2) NOTE-NOT THE FIRST SUNDAY
			7:00	General Membership Meeting (1) – NOTE-NOT THE FIRST SUNDAY
	27	Sun	All Day	British Car Swap Meet – DuPage County Fair Grounds.
July	26-30	Tues-Sat.	All Day	Time for Triumphs 2005 VTR National Convention Clock Tower Resort - Rockford - <i>hosted by ISOA</i>

### 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.

**Membership Counts**  
 143 current memberships  
 206 current members

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

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

**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

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**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

**2004 ISOA Officers**

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erik@midwestfilter.com

\*Indicates on the ISOA Board of Directors

**Birthday Braaapp**

**New Members**

**Spitfire - Early** open

**Spitfire - Late** Steve "Sniffy" Yezo  
847/855 9482

**GT6** Dave "Snake" Shedor  
847/9375078

**Stag** open

**General Tech-Weenie** Bill "Whizmo" Pyle  
630/773 4806

**Electrical** open

**Machinist** Bob Crowley  
630/355 2170

**KeyMaster** Bob "Senile" Donile  
630/837 3721

**Paint, Body, Welding** open

Mike Mueller on 12/02  
Terry Marski on 12/04  
Greg Hetzel on 12/05  
Jake Jaquet on 12/07  
Joe Byers on 12/13  
Bob Crowley on 12/14  
Donna Jaquet on 12/15  
Dave Mullin on 12/17  
Peter Schoppelery on 12/20  
Ed Mitchell on 12/21  
Sandy Van Ham on 12/23  
Price Barrett on 12/24  
Pat Morse on 12/27  
Carole Mikonis on 12/28

Diane & Burns Rafferty  
5036 Main St  
Lisle, IL 60532-2225  
H:(630) 963-7606  
W-Him:(630) 907-5937  
EMAIL: baraff@comcast.net  
Birthdays (MMDD): Diane 03/03 & Burns 05/06  
73 Spitfire

Bob Werkema  
4 N Vine St.  
Hinsdale, IL 60521-3315  
H:(630) 920-8442  
W-Him:(630) 655-0816  
EMAIL: rjwerkma@yahoo.com  
Birthdays (MMDD): Bob 03/15  
76 TR6

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

**Newsletter Submissions:** *Snic-Braaapp* is published monthly and 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 returned 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.

**Bob Streepy 850 Kent Circle Barlett, IL 60103 email: editor@snic-braaapp.org**



*The Prez Column*  
Phil "the Factor" Fox

Hello ISOA'ers, Anybody having fun yet? Several of us had fun assembling the suspension and steering on my TR3A ground up restoration. We also gained experience rebuilding the rear axle hubs. My wife and I want to say "Thank You" for your help in making this clinic such a success!

Switching gears, we have elections for our 2005 Board at the December Meeting. Please plan to attend. It is not too late to nominate additional members. We are discussing future topics/clinics/outings for the next calendar year. We ask for your input and suggestions. We are considering asking a auto stereo representative to discuss the latest and greatest in Sport Car Sound Systems, asking the local POR15 distributor to talk about rust prevention on our Triumphs, inviting British Wiring back to talk about electrical issues, and asking an auto lubricant distributor to talk about the new oils/greases/lubricants now available. Several members have voiced an interest in more auto body clinics and a welding clinic I have two engines that need rebuilt. We value your membership, and ask for your ideas.

We are currently scheduling the annual transmission rebuild clinic, the hub, diff, and half shaft rebuild clinic, the Spring Tune Up, the Chili Fest and the Really Big Bash. I want to say *Thank You* to all of you for your support these past few years. We have a Special Car Club with Very Special Members. My two-year term as your President is coming to a close as well as my being a member of your board. It is time for another member to fill these positions, bring in fresh ideas, and continue the enthusiasm for our Triumph Motor Cars.

Your best Triumph miles are right in front of you. Happy Holidays from your Officers, Board of Directors and the Fox Family!



As we celebrate [?] the addition of another mile on our odometer of life, and as we approach ever-closer the official onset of geezerhood [by our unofficial estimate, we still have space left for one more candle ], we are reminded of the old joke:

"Daddy, when I grow up I want to have a Triumph just like yours."  
"Make up your mind son. You can't do both."

Maybe we cling to these archaic and often temperamental machines as a way of reconnecting with our youth. [I suspect some of you engineer-types enjoy the challenge of keeping these quirky machines operative.] In either case, our own physical breakdowns sometimes are eerily parallel to those of our beloved little British cars. After experiencing a myriad of maladies in our little fleet Triumphant [i.e. Casper & Lucille-see November newlseeter for painful details-], we found ourselves suffering from a herniated disk, quite probably a result of a bit too much time behind the wheel of our TR6 on the return from VTR. If there was any semblance of a silver lining to this dark cloud, while recovering from a spinal "procedure," and susequent reinjury, we were reminded of just how close our little TR community is when we were inundated with well wishes from many ISOA members during our recovery. Not only did we receive numerous calls inquiring as to our well-being, but we also received offers of help to perform some much-needed repairs on our little assemblage of Triumphs. I know my experience is not unique. Many of us, particularly the more technically challenged, know that we are only phone call away from mechanical help from club members which can range from a simple phone consultation to a home visit from a team of ISOA "Techspurts." This kind of gesture is typical of ISOA. Ours is truly a special organization and as we approach this time of the year for giving thanks, I would like to pay special thanks to all of those club members who offered their help to Lucille, Casper, and me during our little episode in the infirmary. Particular thanks are definitely in order to Mark Moore, Ken Crowley, Paul Watts, Jim Chabot, Joe Pawlak, Jack Billimack, Mike Mueler and Dave Kayson for offering thier assistance while I recuperate.

While we are on the subject of giving thanks, we would defiantly be remiss in not acknowledging Joe "Stagmeister" Pawlak's contribution to our club in general and to your new ink-stained wretch of an editor in particular, during Joe's tenure as the editor and publisher of this newlseeter. We all apreciate everything Joe has done over the last five plus years to establish Snic Braaapp as the unquestionably the best Triumph newsletter in the country, if not in the world, and for mentoring your humble and obedient scribe during this transition phase of puting together this periodical. Following his lead is akin to wearing number 23 for the Bulls or 34 for the Bears. In each instance, the precedent established will not likely be matched in our lifetime.

Happy Holidays to you one and all - *Suds*

P.S. For those of you who are in a quandery as to just what to get your beloved Uncle Sudsey for Christmas, let me just remind that you newsletter articles and pictures on all things Triumphant never go out of style.

## October 3rd ISOA General Meeting Notes,

Ed. note - This text was inadvertently omitted from the Nov. newsletter [and I needed some filler.]

Mack's Golden Pheasant extended its hospitality to more than 60 ISOA members, with at least thirteen driving in Triumph, on Sunday October 3rd, the largest turnout of the year to date. Acting president Joe "Stagmeister" Pawlak filled in for the otherwise occupied Phil "Factor" Fox and the proceedings got under way at precisely 7:10 [7:00 official ISOA time]. Ken Kendzy shared a quantity of bathroom reading material by bringing a large number of back issues of British car magazines. Joe made a last call for participants in this year's Oktoberfest Campout, to take place the weekend of October 9th. The past events discussed included a report by Marilyn Muniz on the annual Potato fest held at Jake and Donna's estate in Byron, a rundown on this year's BCU car show by Sheri who stated that the number of registrants topped out at 567, not a record, but still one of the biggest turnouts in the nation. Jeff Rust spoke about the recently held Six Pack Trials held in Door County, Wisconsin and Peter Conover described the Lake Geneva Poker Run to benefit cancer research. There was some discussion about including, at each member's option, an entry in the club roster

## November 3rd ISOA General Meeting Notes

By Scribes Pro Tempore Erik "Iceman" Quackenbush & Phil "Factor" Fox

51 folks attended the Nov. ISOA Club Meeting. Triumphs driven included: GT6,2-TR3As,TR4,TR6, 2 spits. First time attendees were: Bob Werkema-76 TR6, with clutch issues, of Hinsdale, Allan Avery-TR3 Prospect Hts, Diane & Burns Rafferty -73 spit from Lisle

Past Events: Sheri Pyle waxed eloquent about the recent fall campout and encouraged more people to participate next time. Generous quantities of peppermint schnapps served to enhance the vivid fall colors. A nearby motel provided lodging for the sensible.

Nominations for 2005 Board [in alphabetical order]: Bruce Barnett, Jack Billimack, Tim Buja, Pete Eckstein, George

to include occupation. The rationale would be to permit us to network with one another on non-Triumph related activities as well. For example, if you need a carpenter, and you find that one of the club members is in that business, you might want to contact him for an estimate. The discussion will be continued at the board level, since the majority in attendance seemed favorably inclined to such a practice. Joe also mentioned that the November meeting would also mark the annual nominations for board members. If you, or someone you know, are interested in taking a more active role in the club by becoming a board member, nominations will be made in November with elections held in December for the 2005 board. Jack "Spuds" Billimack outlined some of the events planned in the near future. He described a front-end clinic scheduled for the 13th of November at Fox's in Burr Ridge to focus on TR3 front end rebuilding. He also mentioned a Thanksgiving Day Rallye from the Museum of Science and Industry retracing the Duryea run of 1896. There is also a "Toys for Tots" run and an autocross at Joliet Junior College in conjunction with the MG Club. More details appear on the events page of this newsletter. Ann Buja also presented an update on the progress for the 2005 VTR Convention. After a break to accommodate the "Black Lung" Society, Nominations were placed for the Peter M. Roberts and the Boomer Awards. Bob Crowley nominated Ken Briegl for entering his TR3 in show competition against

Grumbos, Irv Korey, Mike Mueller, Joe Pawlak, Erik Quackenbush, Tim Smith, Sheri Pyle, Bob Streepy.

[Mike Blonder and Phil Fox did not seek reelection]

November Boomer Award Nomination: 1] Ken Briegl: for failing to return the Peter M. Roberts award. 2] Erik Quackenbush: for agreeing to participate in Judge Dredd's car show without realizing it was his 10th anniversary. 3] Pat Lobdell [The Winner]: for running out of gas while driving with Marilyn to a double date with Tim Mantel and his new fiancé, now wife, Sheila.

November Peter M Roberts Nominations: 1] Jerry Hurs:t for helping Phil Fox load, transport, and conceal another TR6. 2] Bill Pyle: for loaning Phil some special tools for TR3 suspension clinic. 3] George Grumbos [The Winner] for generously providing adult beverages to his heater core rebuilding team.

the most formidable cars in the region, Tim Buja nominated Paul Kurtzner and John Kolton for lending him tools to open his trunk at BCU, and Paul Watts nominated Peter Conover for driving his TR6 to Six Pack. The complimentary beverage was presented to Briegl in absentia. The Boomer nominees included Eric Quackenbush, nominated by Eric Quackenbush for transposing some of the digits when tabulating ballots and nearly costing one of our members an award at BCU, Tim Buja, from his significant other, for locking his keys in the trunk of his TR8 at BCU, Jeff Rust, by Jeff Rust for leading an estimated 300 cars on a dinner run at Six Pack, with no fuel in his tank, and Mark Moore, by yours truly, for filling his gas tank with air, but no fuel during a fuel stop after he became distracted in a conversation about his car with a passerby. [Note: this may have been the first time that two members have nominated themselves at the same meeting. The ISOA scholarly research team is checking the archives at this writing to verify the accuracy of this most unusual convergence] Since there was no meeting in September due to Potato fest, a brief board decision was made to award two Boomers this month in order to accommodate both Messrs Rust and Buja for their Boomer worthiness. The meeting broke up about 9:00 PM. With apologies for any unintentional errors or omissions, your humble and obedient scribe-

Suds

It is with immense sorrow that we report the untimely passing of Marilyn Blonder. All of us in ISOA who had the good fortune to be acquainted with Marilyn will remember our former First Lady with great fondness and affection. Marilyn succumbed, after a short illness, on Sunday, November 21st. She leaves behind her husband Mike, and two sons, Benjamin and Daniel. Services were held Tuesday, November 23rd. at Congregation. Etz Chaim, 1710 S. Highland, Lombard. Interment was at Shalom Memorial Park. Remembrances may be made to the Wellness House, 131 N. County Line Rd., Hinsdale 60521. She will be greatly missed.

## ADJUST YOUR VALVES - Part 2

By: Jay Holekamp

### The Gunson Click•Adjust Tool

The usual method of adjusting the valves on a Triumph engine has always been something of a juggling act, needing three hands to manipulate the lock nut wrench, the adjuster screwdriver and the feeler gauge. As mentioned in the first part



Newer Snap-On adjust tool

of this article, special purpose valve adjusting tools (photo A) have long been available that make this almost a two handed job, using the special tool and a feeler gauge. The



Gunson Click-Adjust

Gunson Click•Adjust valve adjusting tool (photo B) is similar to the special tools but goes a step further. After the Click•Adjust is calibrated, a feeler gauge is no longer needed.

The Gunson Click•Adjust is an English tool (Moss catalog no: 386-205). Like the classic Snap-on type valve adjusting tools, it has a ½ inch square drive (for the locknut [1/2 inch S.A.E. on TR4 & TR6] socket – bought separately) attached to a handle, and an integral flat blade screwdriver that fits through a hole in the square drive / handle and is attached to an operating knob. Unlike the Snap-on type tools, the screwdriver knob has a built in clicker that indicates a step, both by feel and sound, as the screwdriver is turned relative to the socket / drive handle. The clicker

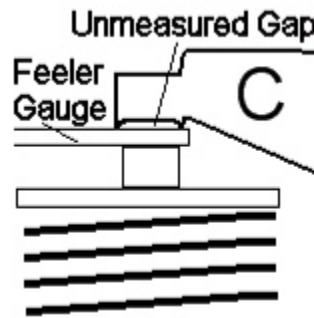
has 30 steps per 1 revolution of the screwdriver bit / operating knob so it's possible to keep track of 1/30th of a turn increments on the adjuster screw. Operation of the Click•Adjust is fairly simple.

First the tool must be calibrated for a specific engine – to determine how many clicks (1/30th of a turn) of the operating knob / screwdriver / adjuster screw produces the desired valve clearance. This procedure should be carried out for both an inlet and exhaust valve if the setting is different – they are all the same on a TR4 & TR6.

This is done by first loosening the adjusting screw jam nut and backing off the adjuster screw of a valve completely closed. A thick feeler gauge blade (thickness is not important – this is only to provide a flat surface) is inserted between the rocker arm tip and the valve stem end.

The Click•Adjust tool is put on to the adjuster screw and jam nut. The adjuster screw is run down until a loud click is heard and felt – somewhat like the click on a dial torque wrench. The valve clearance is now zero (on the flat surface of the feeler gauge).

Back off the Click•Adjust, counting the clicks, until another feeler gauge of the specified clearance (.010 inches [.254 mm] for TR4, TR250, TR6, Spitfire Mk I, II, III, GT6) can just be slipped in between the first feeler gauge on top of the valve stem end and the rocker arm tip – not too tight – not too loose. The number of clicks is the amount the screwdriver bit / operating knob needs to be turned to set that particular valve clearance. The number of clicks (7 for my TR4) should be recorded for future use. The reason the tool is calibrated on the flat platform of the first feeler gauge is to elimi-



nate any inaccuracy that would be caused by worn (cupped) rocker arm tips (illustration C).

Once the Click•Adjust is calibrated,

each valve is adjusted with this procedure:

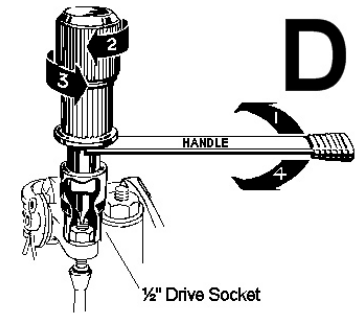
Assemble the Click•Adjust using an appropriate ½“ drive socket for the adjusting screw locknut. Rotate the engine until the valve being adjusted is fully closed:

1. Using the Click•Adjust socket handle, slacken the adjusting screw locknut by turning counter-clockwise.

2. Press built-in screwdriver down gently and locate in the slot of adjustment screw. Turn the adjustment knob clockwise on Click•adjust until a loud click is heard (and felt).

3. Now turn the Click•Adjust adjustment knob back counter-clockwise slowly counting the clicks until the correct adjustment is achieved.

4. Keeping the adjustment knob completely still, lock the jam nut by mov-



ing the socket handle clockwise. The adjustment of this valve is now complete. Move to the next valve and repeat steps 1 to 4 (illustration D).

Once I gained confidence in the Click•Adjust I was able to get reproducible settings which were very accurate every time. Only two hands are needed, one for the socket handle and the other for the adjustment knob / screwdriver. I think after the user is familiar with the Click•Adjust, it is both fast and absolutely accurate. The ability to make accurate valve adjustments even with badly worn rocker tips might also be useful. The only disadvantage to the Click•Adjust is it takes some trial and error by feel to get the screwdriver tip into the slot on the top of the adjuster screw. This spot is hidden from view by the socket. More information about the Click•Adjust may be found at:

[http://www.mgcars.org.uk/MG\\_Elec-Tech/Clickadjust\\_0.html](http://www.mgcars.org.uk/MG_Elec-Tech/Clickadjust_0.html)

My TR4 has never before had such well adjusted valves as now!

## How to unlock your Wedge ...without keys



You're 100 miles from home. The wind has just blown the trunk lid closed on your wedge, and your keys are now securely locked in the trunk. You have no spare set of keys. As Karl Malden used to ask in the American Express Traveler's Cheque ads - What will you do? What WILL you DO?

Here's what to do:

Since your tools are locked securely in your trunk with your keys, you'll have explain the situation to your friends and ask you can borrow some tools from the toolbox that they usually carry in their Triumph. After they stop laughing at you, tell them you'll need a flashlight, needle-nose pliers, a small straight blade screwdriver and a suitably sized combination wrench. I used an 11/16" Craftsman wrench for this article.

Make sure that your lights headlights or parking lights are off. You will be removing the right license plate light, and if the lights are on, you'll run the risk of shorting its terminals to the edge of the trunk lid and blowing a fuse.



Remove both of the plastic screws that hold the license plate light to the bottom of the trunk lid, and pull the lamp and its wiring through the opening. Hold the lamp terminal with your needle-nose pliers as you pull the connector off the

terminal so you don't break the clear plastic that supports the lamp terminal.



Using the flashlight, look through the opening in the trunk lid and find the upper part of the latch mechanism. Look inside for a small curved piece of metal that forms the upper part of the latch release mechanism. You'll need to pull this latch release to the right to open the trunk.



Your fingers are not long enough to reach through the hole and pull the latch mechanism, so insert the box end of your combination wrench through the opening and place it on top of the latch release bar. The wrench must be long enough to fit through the opening and slip over the corner of the latch release bar.



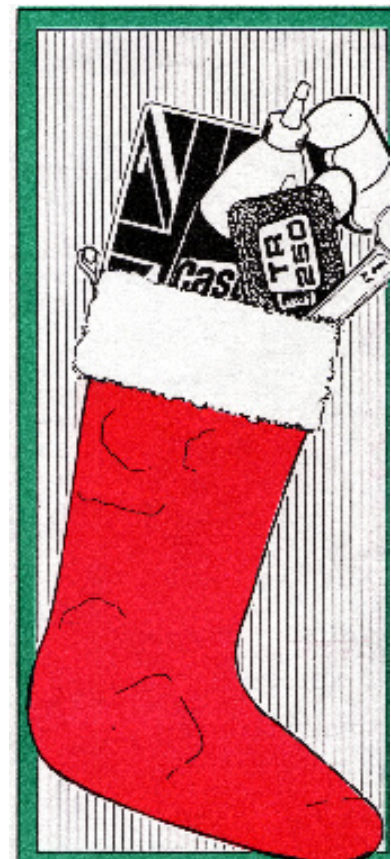
Once the box end of the combination wrench is on top of the latch release bar, pull it to the right to release the lock.

Listen for the "ping" as the latch releases, open the trunk, reattach the license



plate lamp wiring and reinstall the lamp. Remember that the plastic parts are over 20 years old, so to avoid breaking the lamp base, be sure to use the needle-nose pliers to hold the wiring terminal when you push each wiring connector back on. In addition, the plastic screws that hold the lamp to the trunk lid are very fragile, so don't tighten them too much or you'll break them.

Good luck!  
Tim "The Toolman" Buja

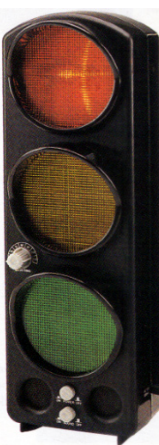


## Advice to the Shopworn

Sir Bentley Haynes, a distinguished man of letters with an extensive background in British automotive engineering, has graciously offered to provide the members of ISOA with free technical support in order to keep our Triumphs on the road. His resume was outlined in the April issue of Snic 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. E-Mail him at: [trstreep@avenew.com](mailto:trstreep@avenew.com)

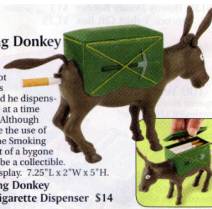
Dear Sir Bentley,  
With the holiday gift-giving season nearly upon us, we most humbly turn to you for sage advice and counsel to assist us in choosing that "just right" gift for our Triumph-loving husbands and/or significant others. Perhaps you could devote a few words of wisdom to the many wives and special friends here in the colonies who often are perplexed as to what to offer in the way of that "special" present for our spouses, besides the old standbys, ties, socks, the occasional "boudoir" acrobatics. Many thanks in advance-  
The women of ISOA

My Dear Ladies-  
In keeping with the spirit of the holiday season, I should be most delighted to offer up a few suggestions for Yuletide gifts that are sure to please that special bloke in your life who might be partial to those things Triumphant. In the instance of Ms. S. of Naperville, let me suggest the ever-popular "Yacker" as shown below. This particular gift might very well have special application in your case.



**Yacker Tracker®**  
Give students a visual/audio reminder of appropriate noise levels. Set the range from 40 to 120 decibels. The green light stays lit when the noise level is acceptable; the yellow light flashes a warning when noise levels rise. Exceed the selected level and the red light flashes and optional siren sounds. Additional feature lets you manually set the lights to remain on a desired color. Mounts on the wall or stands on its own. Plugs into any outlet. 17" high x 5½" wide x 4½" deep.  
**87-YT16** Yacker Tracker **\$39.95**  
**87-47118** 6 Replacement Bulbs **\$5.95**

For the ladies whose men belong to the ISOA "Black Lung Society" we have the ever-popular cigarette dispenser as shown in figure B. This is certain to be the perfect gift for the "boys" who still enjoy a good smoke and a hearty joke.



**Retro Smoking Donkey**  
Fill the plastic pack male with 24 regular size cigarettes (not kings). Press his ears back, then down, and he dispenses the cigarettes one at a time from under his tail. Although we do not encourage the use of tobacco products, the Smoking Donkey is a remnant of a bygone era and intended to be a collectible. With window box display: 7.25"L x 2"W x 5"H.  
**AS-44412 Smoking Donkey**  
Cigarette Dispenser \$14

For our good friend Mrs. "Silo", we offer up a the accompanying tool kit shown below so that after making modest modifications to your Triumph, in case a malady manifests itself on a test drive, he'll be prepared to deal with it appropriately.



**Keep an auto emergency kit in your trunk, be prepared for safer driving**  
Exclusively ours. It's everything you need to cope with minor roadside emergencies. Includes a first aid kit, emergency lantern/flasher, jumper cables, reflector triangle, digital tire gauge, plug-in air compressor, lug wrench, double-sided lug sockets, screwdrivers, insulated slip-cliers and a durable, snap-close organizer case. A great gift for commuters, travelers and students.  
Light routes six C batteries (not included). Case is 19" w x 20" l x 6" h. Also available in our Snowstone store.  
**Auto emergency kit**  
T342006 **\$60.00**

Mrs. B. of Crystal Lake will certainly find the gift illustrated below just right for her special guy.



**49.99**  
**KRUPS® ICE CREAM MAKER**  
1-5 quarts, quick, easy-to-use.  
Reg. 59.99. 780-6214

For the directionally challenged, we suggest the following navigation system shown here. By carefully adhering to the coordinates, George should be able to navigate from Streamwood all the way to Hampshire without necessarily taking a divergent routes through southern Wisconsin or eastern Iowa and Dan should be able to find his way to the Big Bash on the first try.



**NEW** Equip your vehicle with an advanced temperature and compass system that's totally wireless and completely reliable. The Wayfinder instantly and accurately displays your outside temperature and direction of travel. Full Spectrum™ temp sensor alerts you to icy conditions. LCD display is backlit for night driving. Display mounts to windshield, temp sensor mounts to bumper. Additional sensor allows for both inside and outside reading. Button cell batteries and mounting accessories are included.  
**Wayfinder digital vehicle compass** T453647 **\$130.00**  
**Additional temperature sensor with battery** T454876 **\$29.95**

Just about any Triumph driver/passenger will appreciate the gifts below designed to remediate the "decontaminated ion" problem which often manifests itself during a lengthy drive, especially after that "all you can" eat chili and sauerkraut luncheon. [Please note that it only works on negative ground models. The Positive earth model is still in development.]

Speaking of gas, we also recommend the auxiliary fuel receptacle shown above for Mr. Hetzel, should he venture off an excursion with an empty tank.



^ **Clean the air and restore that new car smell with our socket ionizer.**  
Plug the ionic air purifier into the dash, and the air in your vehicle is continually refreshed by billions of negatively charged ions that neutralize smoke, odors, airborne dust, bacteria, germs, mildew and other allergens. Uses 12-volt car lighter socket.  
**Ionic Auto Air Purifier with Power Socket**  
C272005 **\$35.00**

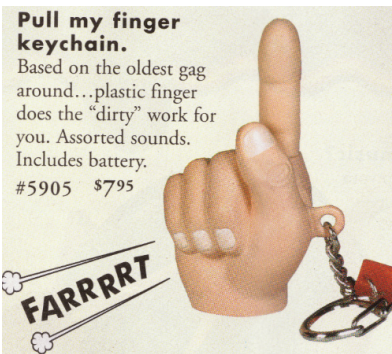
Please note that no air purifier can protect against the health hazards associated with secondhand tobacco smoke.





**5 GALLON PETRO PUMP™**  
 Pump gas from this can like you would from a gas station to eliminate spills and funnels forever. A must for lawn mowers, trimmers, chain saws, garden tractors, snow blowers, and more! Includes 5-gallon tank, 3/8" x 4 ft. hose, nozzle, and manual pump. Not for sale in California.  
 • Use for siphoning.  
 • 12" x 10-1/2" x 16-1/2"  
 • 8 lbs. gross weight  
 • Made in Hopkins, Minnesota  
**\$29.99**  
 ITEM 06495-08EH

These two items should also prove amusing during those long road trips and are sure to keep the guys amused while you rack up those frequent rider miles.



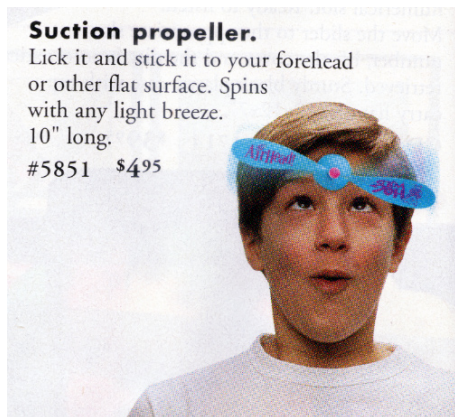
**Pull my finger keychain.**

Based on the oldest gag around...plastic finger does the "dirty" work for you. Assorted sounds. Includes battery.  
 #5905 \$7.95



**Pull my finger CD.**  
 Thousands of farts and songs including Heiny Hiccup and the Farting Irish. 30 min.  
 #1935 \$9.95

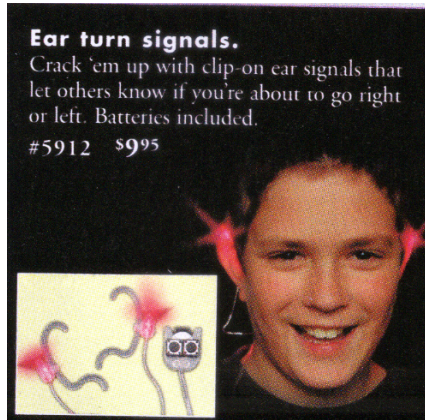
Supplementary fresh air circulation, always a good idea, in case the blower motor is not completely functional, is provided by the gift below.



**Suction propeller.**

Lick it and stick it to your forehead or other flat surface. Spins with any light breeze. 10" long.  
 #5851 \$4.95

Finally, in the unlikely event of a turn signal malfunction, this product will pay for itself in no time at all.



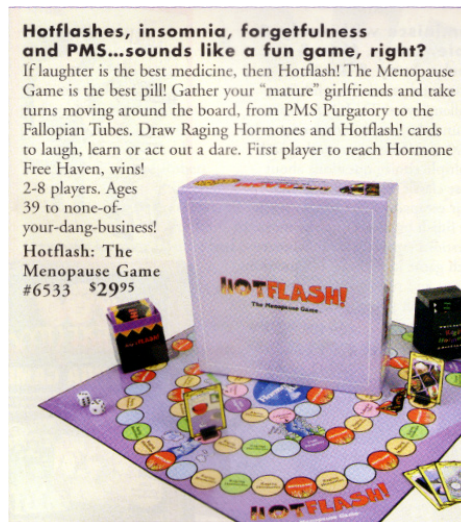
**Ear turn signals.**

Crack 'em up with clip-on ear signals that let others know if you're about to go right or left. Batteries included.  
 #5912 \$9.95

BH-

PS-

Gentlemen of ISOA, even though you didn't ask, permit me to offer you some ideas the gift pictured below as just the right touch to show your significant other your "tender" side. Particularly if she has reached that certain age when she is experiencing some occasional discomfort and/or mood swings. I'm certain she will really find this item considerate as well as amusing.



**Hotflashes, insomnia, forgetfulness and PMS...sounds like a fun game, right?**

If laughter is the best medicine, then Hotflash! The Menopause Game is the best pill! Gather your "mature" girlfriends and take turns moving around the board, from PMS Purgatory to the Fallopian Tubes. Draw Raging Hormones and Hotflash! cards to laugh, learn or act out a dare. First player to reach Hormone Free Haven, wins!  
 2-8 players. Ages 39 to none-of-your-dang-business!  
 Hotflash: The Menopause Game  
 #6533 \$29.95

For those long trips, you can slip a package of these "special long distance" knickers shown here into her stocking this Xmas. With these in hand, you'll be able to make those cross country trips without all those nuisance stops that become so vexing when you are trying to make that next gas stop. This might be just the right thing to put a

smile on her face, and if all goes well, yours too.



**SAVE MORE!**  
 Mfr. coupon savings in most Sunday papers.

**10.99** Sale priced!

**Choice of Depend or Poise**

- 14 to 36 pack Depend Protective Underwear, Undergarments or Fitted Briefs
- 42 to 72 pack Poise Pads



**Give the Gift of Laughter!**  
**Menopause The Musical™**

The Hilarious Celebration of Women and The Change!



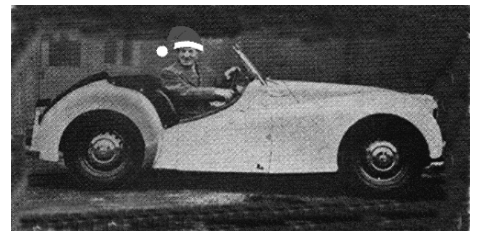
Gift Certificates available by calling the Apollo Theater box office!

Join us on New Year's Eve!  
 RESERVE TODAY! Only \$58.00 per ticket!  
 Champagne, hors d'oeuvre buffet, party hats, noisemakers and FUN!

**Holiday Special!**  
**\$10 OFF PER TICKET!\***

\*Call box office to reserve. Member discount. Limit 4 tickets. Cannot be used for already discounted seats, previously purchased tickets or other offers. Service fees apply. Valid Sun, Mon, Thurs & Fri only shown only. Not valid for New Year's Eve show. Expires Dec 30, 2004.

APOLLO THEATER • 2540 N. LINCOLN • FOR TICKETS 773-635-6100  
 Groups: 847-673-4100 • Ticketmaster: 877-400-1000 • www.apollotheater.com





## Report on Suspension Clinic by Spuds

The 2004 Suspension Clinic was held on November 14 at Phil & May Fox's home in Burr Ridge. A group of about 15 ISOAers gathered in the Factor's garage, with propane heat to keep us warm and white carpeting throughout to make us think we were in his living room. While Phil concentrated on making sure we didn't ruin his frame, May looked after us throughout the day with hot coffee and Danish.

Phil had positioned his powder-coated TR3 frame on a table so it was at a comfortable working height. Without the body, everything was very easy to see and reach. Phil had bought or reconditioned parts for

his front and rear suspensions. The group first concentrated on the front suspension, with Pat Lobdell overseeing the left side reassembly, and Jerry Hurst the right. The group read the manuals, looked over the parts, and installed the vertical links, A-arms, springs, shocks, bump stops, etc. Various attendees helped hold parts and bolt things on until everything was reassembled. Pat brought parts from a late TR4 and explained how these could be used on earlier cars like TR3s to provide more caster and camber for easier driving.

For lunch, May treated the group to a full, home-cooked turkey dinner, along with several other dishes, to make sure no one went hungry. Everything was delicious. And, we had cake for her birthday. It was

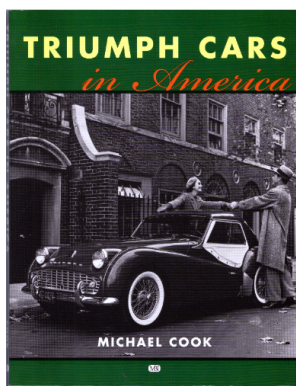
sure nice of Phil to have us all over to help celebrate her birthday in such grand style.

After lunch, everyone then switched attention to steering and rear suspension. Pat made some suggestions on the springs. Using Irv's hub removal tool, Pat and several assistants broke the hub loose, then, removed the old bearing and seal. Others worked on the steering arms, changing bushings, etc.

All in all, it was a great day, with a learning opportunity for many of us and progress for Phil's TR3 project.

*to be continued in January*





**192 Pages Softbound, MBI Press, 2001 200+ Illustrstion [Black & White], 8.5" x 10.5"**



For those of us fortunate enough to attend the 2004 VTR Convention in Richmond, one of the main highlights was listening to keynote speaker, Mike Cook, reminisce about his extensive tenure with Triumph which extended from 1958 until the ultimate demise of the Marque. Mike, who is also the current editor of the VTR newsletter, proved to be an excellent storyteller at the VTR banquet and he is an equally adept storyteller in his book *Triumph Cars in America*. The book is a history of the Standard Triumph Company in the United States and, as you would expect with a history, is arranged chronologically. The author actually had his own history with Triumph before joining the company in 1958 by virtual of his TR2 ownership. His involvement with the company began after he decided to approach the corporate officers with some regalia he was selling in 1958. The decision ultimately led to a long stay that would see him involved with the publication of the Triumph Sports Owners Association newsletter as well as many other functions. To establish a little historical perspective, Mike briefly summarizes the pre war Triumph period with references to Donald Healy and the famous Dolomite, Sir John Black and the Standard takeover of what was left of Triumph after the Blitzkrieg, and the launch of the TR Series. He writes about Ken Richardson and the Jabeke car and how the company established a strong foothold in the North American market in the mid to late 50's. He also makes extensive mention of the Herald and some of the other "Family" oriented vehicles which never quite caught the American fancy.

My favorite part of the book is a description of the factory-sponsored promotion in which American Triumph buyers ordered their new sportscars from their local dealer and then flew to London to pick up their new TRs before touring Europe for a

week or two. There were actually five of these rallies from 1957-1962, [The cost of the "package" was \$3,000.00 and that included the car! One buyer was quoted as saying "I paid three grand for the vacation and they gave me a car.] and the publicity generated quite a stir in the states.

Mike also traces the racing involvement of the company with Kas Kastner and Bob Tullius and their many competition successes.

One of the most interesting features in this book is the numerous inclusion of Triumph ads accompanied by Mike's recollection of the photo shoots, or other interesting sidebars. He also goes into a little biographical detail on some of the prominent individuals who determined the company's direction during its existence in North America. The book concludes with the ultimate downfall of the company in 1981.

Unlike so many of the books dedicated to the Triumph Marque, this one was written in America, by an American [by way of Canada,] and is in American vernacular. It isn't necessary to mentally translate from pounds to dollars or remember that a solicitor is a lawyer. For that reason alone, it is a comfortable book to settle down with. Mike Cook in real life, and on the printed page, comes across as a genuinely nice guy who is a good storyteller. And when the story is Triumphs, it doesn't get any better than this. On the literary sudsometer, we give this one 5 spanners



*Pictured L - R. Bob Streepy, Mike Cook and Joe Pawlak at the 04 VTR Banquet*

On the 1st day of Christmas, my true love gave to me: *A TR6 British Motor Heritage body shell [with a slave frame]*

On the 2nd day of Christmas, my true love gave to me: *two clear Hooters hooting*

On the 3rd day of Christmas, my true love gave to me: *three Webers carbuerating*

On the 4th day of Christmas, my true love gave to me: *four Panasports mounted on 205 15 Pirelli's*

On the 5th day of Christmas, my true love gave to me: **five forward gears via a Toyota trans with a Herman van den Akker conversion kit**

On the 6th day of Christmas, my true love gave to me: *six new pistons with five golden rings [the sixth is back-ordered]*

On the 7th day of Christmas, my true love gave to me: *seven quarts of synthetic Castrol 20w50*

On the 8th day of Christmas, my true love gave to me: *an eight piece interior trim kit*

On the 9th day of Christmas, my true love gave to me: *nine cans of PB Blaster*

On the 10th day of Christmas, my true love gave to me: *ten rolls of duct tape*

On the 11th day of Christmas, my true love gave to me: *eleven bags of Oil Dri*

On the 12th day of Christmas, my true love gave to me: *twelve genuine Millers drafting*

November Newsletter Erata

We had a couple of regretable “glitches” in the November issue of Snic Braapp that managed to elude our crack team of proofreaders here at Snic Braaapp Towers. For those of you who actually read this stuff, please be advised that the Nov. “A Little Foam On Top” column on page 5 was snipped. The last few lines should have read:

... – time to change the skivvies.] Turns out the carb jet on the six, brand new, was clogged and the teeny tiny spring that held the barrel in the switch of the three had broken.

The coup de grace took place on the way back from BCU, when the Toyota trans finally gave up the ghost and locked up a mile from Morraine Valley. The current theory was that the damage was done on the way to Richmond, but it took two thousand miles to finally expire. Most of us have suffered some “problems” on the road in our beloved Triumphs, but this is starting to become annoying. I’ve had brand new rotors fail at speed, carb floats sink, thrust washers not thrust, so-called bullet-proof electronic ignitions bite the bullet, and engines fail [after frapeing the oil]. Some of my “episodes” have been due to my own inept wrenching skills.



[I’m beginning to suspect that Liberal Arts majors should not be allowed to own Triumphs.] Just to prove that the Kavorka is not limited to my cars, on the way into Road America while riding as a passenger in Tim Mantel’s car, Nadine’s carb linkage just broke for no apparent reason. This was no coincidence. It was another example of the Kavorka. At any rate, the replacement gearbox arrived yesterday, and just as soon as my back heals from the slipped disk I suffered from the Bonzai Run back from Richmond, I’ll be able to fill this page with some new adventures. In the meantime, thank God for towing insurance and stay away from Aunt Lazdijja

holding the linkage between the carbs had broken. No big deal for a resourceful Triumph guy like Tim. Out came the aluminum bailing wire and in no time flat we were back on the road, heading for the flatland. We pulled into the Kent Circle Estate around about eight that evening not too much the worse for wear. It was really a great weekend, but it would have been even greater if I had been able to drive my car. Maybe, no definitely, next year.

Finally, in Jay Holekamp’s excellent article “Adjust Your Valves” the chart on page 9 should have read: [Ed. note: Good help is so hard to find]

4 Cylinder – sequence for minimum movement

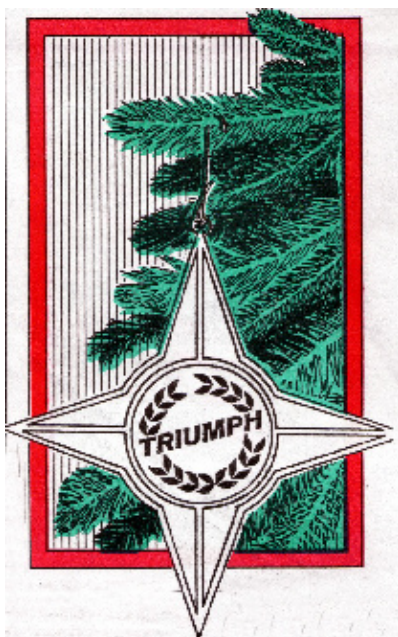
VALVE FULLY OPEN

CHECK & ADJUST

8	1
6	3
4	5
7	2
1	8
3	6
5	4
2	7

Also, the “Trials 04” article was cut off. The conclusion should have read:

... We also met up with Dennis Delap who was racing a TR3 that weekend. Tim and I hung out for a couple of hours taking in several races before heading for home. As we walked [very slowly due to my back] back to the lot, we heard the final score of the Bear/Packer game. There’s nothing much sweeter than being in Packer Country on Bears weekend when Chicago wins at Lambeau Field. When we got back to his car, he noticed something wrong when he tried to accelerate and discovered that the spring



# Big Bash '05

**What:** Annual ISOA Party and Awards Night  
 Great Company  
 Beer  
 Food  
 Photo Show of 2004  
 Events  
 Mercifully brief special awards ceremony  
 [AKA Super Boomer]  
 Tall Stories (BS)  
 Did we mention beer?



**Where:** Des Plaines Elk's Club  
 495 Lee St. Des Plaines, IL  
 Phone (847) 824-1526 or (847) 824-1556.  
 (Will the Wrongways find it this year?)

**How Much:** \$25/ person before January 4, 2005 (\$28/person after)

**When:** Saturday January 22nd Cocktails (cash bar) and hors d'oeuvres , 7:00 Dinner

Name(s): \_\_\_\_\_  
 \_\_\_\_\_

Number of people attending: \_\_\_\_\_

Choice of Entree (indicate how many)

Fish (TBD) \_\_\_\_\_ Chicken (TBD) \_\_\_\_\_ Beef (TBD) \_\_\_\_\_

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

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

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

2005 ISOA Dues + \$30.00 Total = \_\_\_\_\_

Bring your check made out to ISOA to the January meeting or mail to arrive by January 3rd to

Sheri Pyle,  
 320 N. Linden St.,  
 Itasca, IL 60143

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



Tool of the Month  
“The Iceman” Quackenbush

Serviceable crimp terminals are readily available at any auto parts store here in the colonies. They are color coded by wire gauge and can be had with full nylon or partial vinyl insulation. I keep an assortment of them in my TR6 field kit to handle those inevitable roadside wiring sessions.

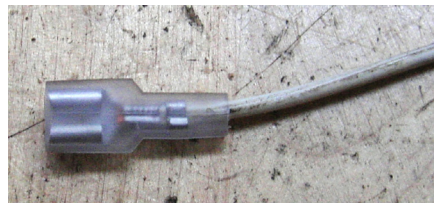
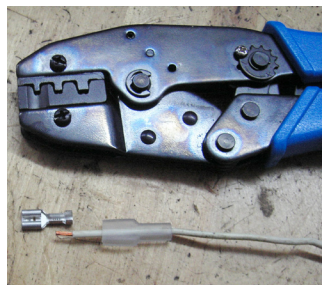
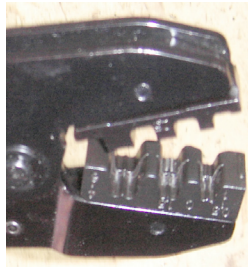
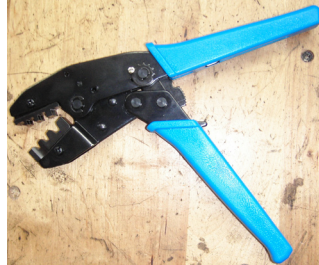
While they're cheap and plentiful they somehow look wrong under a TR6 bonnet, and they lack the strain relief inherent in the factory connections.

My name is Iceman and I am a tool addict. It has been 36 hours since my I last torqued. At the British Car Festival the monkey was weighing heavily on my back. I needed a tool fix, and the fine folks at British Wiring were there to help. ([www.britishwiring.com](http://www.britishwiring.com))



Their \$50 PR4 crimping tool makes factory style spade connections. The tool has three separate stepped jaws to

accommodate different wire gauges. It simultaneously forms an electrical joint over the exposed wire end and a strain relief over the insulation. The ratchet mechanism built into the handle prevents premature release, ensuring a stiff and long lasting connection.



Planning Ahead for 05  
by "Spuds"

Among the many things the board would like to look into for 2005 are:

1. Putting together a "Local Resource" Guide for repairs, upgrades, etc. with a thought to posting the results on our web site.
2. More input from members as to meeting programs, topics, agenda items, etc.
3. General input for Tech sessions in '05.
4. More input as to driving events

Any member with questions, concerns, ideas, comments or great thoughts on these or other related topics should call Jack Billimack 815/459-4721



*Classified Ads: The Illinois Sports Owners Association newsletter will accept classified advertisements from members who wish to buy or sell Triumph cars, parts or miscellaneous related material. We will run ads, at no charge, for club members for ninety days. We also accept ads from non-ISOA private individuals who have cars, parts or related items that we deem of possible interest to our membership on a case-by-case basis. We do NOT accept advertising from commercial enterprises – even if those businesses are owned or operated by club members. If a Triumph related business hosts an event which we feel might be of interest to our membership, we will inform our readership of this occurrence, but this newsletter, its editors, and the board of directors do not endorse, recommend, or otherwise support, implicitly or explicitly, any commercial entity doing business in the Triumph-related domain.*

**For Sale:**1968 TR250. Parked in about 1970, not run since - I'm sure it would run with new fluids, rubber, etc. Mostly shiny Signal Red paint, almost completely rustfree, but it did have a minor (LF fender and door) accident when it was new, partially repaired. Not an OD car, has wires, missing some trim.

1967 TR4A-IRS. Very straight, nearly rustfree body, great frame, complete but disassembled, not an OD car.

Also available - lots of new TRF spares for both cars, never-driven Dunlop 60-spoke wires and adapters, Falcon SS exhaust (4A, single-pipe model), lots of sheet metal, misc. Buy the entire package and you can work on Triumphs for years to come !!

Karl Vacek  
708-447-7879 Home & Office  
708-567-7879 Cell  
KVacek@Ameritech.net

**Wanted:** TR4 Transmission. Contact Scott White 773/239-5028 (nov)

**For Sale:**1976 TR6 New Interior, runs great \$4850 217/398-8750 (nov)

**Wanted:** 1959 TR3A Hi, I am looking to purchase a 1959 TR3A "basket case" to restore. I have fond memories of owning one in 1966. If you know anyone who has one to sell, I would be very grateful if you would let me know. Tim Walrath warpath@wtp.net (oct)

## ISOA 2005 Calendar On Sale Only a few Remain!!

See your favorite Triumphs in living colour.

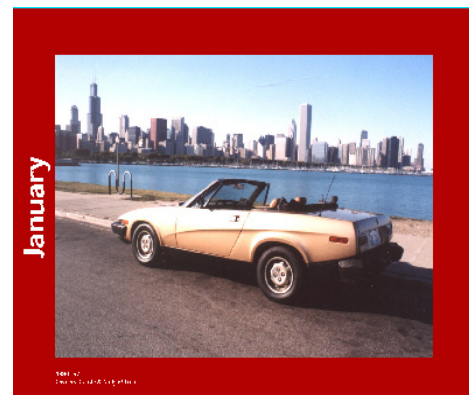
Buy one for home, for the office and one for a non-Triumph owner to show them what their missing.

These are spiral bound calendars and make excellent gifts. Remember that the holidays are right around the corner.

They are at the bargain price of \$7 each or 3 for \$20. You can purchase these at the monthly club meeting. Or you can contact Joe at: stagfire@elnet.com. They can be mailed for \$1.75.

Quantity discounts are available.

Portions of the proceeds go towards the ISOA tool fund and VTR 2005. Soliciting photos for the 2006 Calendar. Contact Joe!





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**Snic** c/o Bob Streepy  
850 Kent Circle  
Bartlett, IL 60103  
**Braaapp**

FIRST CLASS