



# SNIC BRAAAP

January 2006

VOL. I, ISSUE No. 401, \$3.95 NEWSSTAND PRICE

"GIT 'ER DONE!" PUBLICATIONS, A DIVISION OF THE BUSTED KNUCKLE GROUP

*NEWSLETTER OF THE ILLINOIS SPORTS OWNER'S ASSOCIATION*

*DEDICATED TO THE ENJOYMENT AND*

*PRESERVATION OF TRIUMPH SPORTSCARS*

*CHICAGOLAND'S OLDEST AND MOST ACTIVE*

*TRIUMPH ENTHUSIASTS CLUB - NOW IN OUR FORTY-FIRST YEAR*

*A CHAPTER OF THE VINTAGE TRIUMPH REGISTER*

## *SIX PACK TRIALS [AND TRIBULATIONS] PART II*

by Jeff "Stalker" Rust. Photos by the author, Mark "Guzzler" Moore, and/or Mark Anderson



*[Ed note: In November, we left our intrepid Greater Rockford Bureau Chief and Karen motoring along the beautiful Blue Ridge Parkway in preparation for the final leg of their trip from stately Rust manor [via Richmond, VA] to Norway, North Carolina, site of the 2005 Six Pack TRials. This month Jeff concludes the saga of his most excellent adventure.]*

**B**ack up on the Blue Ridge Parkway, and damn glad to be here. For those unfamiliar with the Parkway, it is a depression era project begun in 1935 which

constructed a two-lane, scenic highway along the top (Ridge) of the Appalachian (Blue) mountain range running along the East Coast. It begins at the end of "Skyline Drive" in Virginia, and ends in the Great Smoky Mountains of North Carolina. In 1987, the Linn Cove Viaduct, a suspended highway hung off the mountains of North Carolina, opened, thus completing the 52-year project and creating 469 miles of continuously perfect driving and breathtaking vistas.

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### *INSIDE JANUARY SNIC BRAAAP*

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# 2005 Photo Retrospective



A LITTLE BS FROM BS



NEWS AND VIEWS FROM THE BUSTED KNUCKLE GARAGE



In Roman mythology, Janus, the namesake for the month of January, was a two-headed deity who could

symbolically look ahead into the future and backward into the past simultaneously.

The initial month of the New Year always seems like an apt time to reflect upon the preceding twelve months, as well as to peer into the impending year. In trying to do my best Janus impersonation, I was struck by just how much ISOA did in 2005, especially when I tried to choose some representative photos to insert into the collage on the facing page that might best reflect some of the activities that we participated in last year. I could easily

have pasted dozens more than those that appear, and still not have scratched the surface of the quantity of events that ISOA was involved in 2005.

A brief glimpse through the 2005 Snic Braaapp archives reveals a smorgasbord of social, technical, and driving events, too comprehensive to review here in any detail. [And that doesn't include hosting the National VTR Convention, a whole topic onto itself!] Anyone who claims that this club isn't active enough to suit them hasn't been around much. We've had parties, tech sessions, driving events, road tours, movie nights, car shows, ad infinitum, and I've got a cold drink that says 2006 will bring more of the same.

One of the byproducts of attending a national event is the renewed appreciation we have for just how active ISOA is. When we hear from people in other clubs that they wanted to have a tech clinic, but nobody would host it, or that they tried to hold a car show, but nobody was willing to do any of the grunt work, we can only smile inwardly and think of the events that we take for granted. For example, it should come as no surprise that BCU entrusts the process of ballot counting to ISOA year after year. No other club has an active enough membership that can be counted upon

[pun intended] to perform this relatively thankless task as quickly and accurately as ISOA.

Lest we start to take ourselves for granted, however, let's pause to remember the words of our 35th Chief Executive who said something to the effect of, "Ask not what your Triumph club does for you, but what you can do for your Triumph club." As we make our annual New Year's resolutions, many of which will most certainly have fallen by the wayside by the time you receive this issue, let's include one to pitch in and help out in whatever way you can. The core of ISOA has devoted a great deal of time over the years to making this the best organization of its kind anywhere in the country, if not in the world. Some of those folks need a break, and the rest could use a hand, to keep up the tradition of ISOA. If everybody helps out a little in 2006, when it comes time to look back next year, we will again have the same problem of trying to narrow down the activities to include in our '06 collage.



*Suds*

SHOE



*Snic Braaapp is published monthly by:  
VIDataPrint LLC - 847/683-9683*



## Monthly Mumbblings

FEBRUARY 2005 GARAGE TALK  
[Put a "b" in garage and that's what  
you have here.]  
JANUARY 2006



**T**he cold  
wind  
and  
the snow on  
the ground  
marks the  
winter season.  
We can not  
use "generally  
cloudy  
weather" as

the 3rd part as this is atypical of the Triumph motherland. Nonetheless this is the part of the year that is not friendly to driving drafty old sports-cars. Although some of us did back in our crazy younger years (we are in our crazy older years now). The slush

and the salt quickly disintegrated the cars into heaps of rust. With British steel they disintegrated into heaps of rust without any help from the aforementioned elements. So our cars are relegated into a winter sleep awaiting spring to awaken them once again.

Should you allow them to "sleep" all winter? Are you a Triumph Bear? Or are you a Triumph Beaver? Do you hibernate all winter expecting those nagging little needed repairs to correct themselves? Or have you formulated a sqwauk list (pilot term) to attend to like a busy little beaver. Don't put it off. Order those parts spend a few hours in the garage and get a head start on the spring. This year we plan on a lot of driving and events for the whole family to enjoy. Get those cars in condition. Despite the rumors and all the bad jokes, they

are and can be extremely reliable. They are there for us to enjoy and to transport us to fun times. Get psyched and do it!

The ISOA board of directors were elected during the December membership meeting. The 2006 officers will be announced at the Big Bash. They all hope to continue to guide the club as being the best sports car organization in the country! We showed the world what we already knew about ourselves in 2005. Please give any input good or bad to these folks. We are ALL part of this club and it's here for all of us to enjoy. It is my wish that 2006 will be healthy for all of us and that we are successful in our personal lives and have a great time in our Triumph lives.

*Joe*

*Last Call for Calendars- When they're gone, they're gone!*

### ***The ISOA 2006 Calendar is Ready!***

Packed with photos of your favourite automobiles. This colourful calendar looks wonderful at home, makes a great conversation piece for the office and of course with the holidays approaching, a fantastic gift. They will be available at the club meetings in November and December. Or they can be sent anywhere with a small handling fee covering postage (\$1.50).

Prices are a bargain at \$7 each, 3 for \$20. Additional quantity discounts can be had. You can contact Joe for more info at [stagfire@elnet.com](mailto:stagfire@elnet.com).

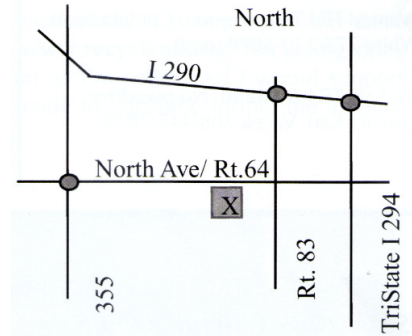
No Triumphs were hurt during the creation of this calendar.



*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.



**ISOA UPCOMING EVENTS**

Month	Date	Day	Time	Event
Jan.	1st	Sun	10:30	Outer Drive Hero's Run-Leave from Adler Planetarium Parking Lot call Bill Jensen 815/729-9731 for further info.
	14	Sa	8:00	Breakfast & Field Trip to Brit Parts in Indiana – Contact Pat Lobdell, 219/942-1263
	8*	Sun.	7:00 PM	General Membership Meeting [Board 4:30]
	21	Sat		Big Bash - [details on p. 10]
Feb.	12*	Sun	7:00 PM	General Membership Meeting [Board 4:30]
	18	Sat	8:00 AM	Differential Clinic, - Mueller's, 365 N. Edgewood, Wood Dale
	26	Sun.	8:00 AM	British Car Swap Meet, DuPage County Fairgrounds, Wheaton [details on p. 16]
Mar.	5	Sun	7:00 PM	General Membership Meeting [Board 4:30]
	18	Sat		2006 ISOA ChiliFest, - Rust's, 6236 Cotswold, Rockford
	25	Sat.	8:00 AM	Transmission Clinic, - Pyle's, 320 N. Linden, Itasca
Apr.	2	Sun	7:00 PM	General Membership Meeting [Board 4:30]
	29	Sat	8:00 AM	Tune-Up Clinic, - Pyle's, 320 N. Linden, Itasca
May	7th	Sun	7:00 PM	General Membership Meeting [Board 4:30]
June	3rd	Sat		Route 66 "Sympathy for the Devil" Breakfast Tour
	4th	Sun	7:00 PM	General Membership Meeting [Board 4:30]
	14-8			TRA National Meet, Glouster, Ohio. ph. 937/376-9946 for further info
July	2nd 19-23	Sun	7:00 PM	General Membership Meeting [Board 4:30] VTR Convention, Irving, Texas - ph. 214/675-9311 for further info



*\*Not the first Sunday*

SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, or not. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. All photos and disks will be returned upon request. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the authors and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. Actual mileage may vary. May cause drowsiness. Do not operate heavy equipment when reading this publication. Decisions of the Editor are final, maybe.

**Bob Streepy, 850 Kent Circle Bartlett, IL 60103 email: [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net)**





Mark Anderson photo

*continued from page 1*

Cruising down the Blue Ridge and the weather is perfect; the road is perfect; the company is perfect. After awhile Karen and I stop at one of the countless overlooks for a picnic lunch on the Blue Ridge Highway. It doesn't get any better than this. The only thing missing is a fine bottle of wine, but we still have seven hours of twists, turns and switchbacks ahead of us.

After lunch it's time for top-down running, and once again we are all alone. It should be noted that during our entire journey down the Blue Ridge Parkway, we encounter "traffic" only three times, and it never includes more than one vehicle at a time. In each instance the other car turns off literally within a few hundred yards. Truly a Blue Ridge miracle.

After 337 miles of the world's best driving, we turn off the Blue Ridge into Little Switzerland resort and instantly give up all plans of continuing on to Asheville. It's been six years and we have forgotten how nice this place is. After a little finagling, we secure our room a day early and unpack!

Wednesday morning brings all the wonder of the Blue Ridge Mountain range extending forever right from our deck. But we have an appointment at the largest privately owned estate in the country, "The Biltmore," and it's an hour's drive away.

Getting down the mountain from Little Switzerland is just as exciting as getting up, and then some. A spirited drive along these roads is a far better stimulant than coffee for getting the blood, and adrenalin, flowing. A short blast on the interstate along with all those poor saps headed for work (after all - *WE'RE ON VACATION!!*), and we are there. Mark and Terry Anderson from Michigan join Mark Ken, Karen and me at ticketing for a tour of the Biltmore Estate. We all opt for the additional "*behind the scenes tour*" (highly recommended), and then Terry, Karen and I double our pleasure with a tour of the magnificent gardens and greenhouse. Absolutely amazing, and well worth the trip.

After some once-in-a-lifetime photo opps, Ken takes the lead and winds the group back up the Blue Ridge Parkway to Little Switzer-

land.

As we pull into the resort, TRials 2005 is just beginning to come alive. I love this part. The reason Karen and I come early is to watch as the finest selection of the World's Best Sportscar roll in from all over the country. The familiar faces we have all come to associate with TRials begin to arrive, including a crashing appearance by the TRials own "Obe Wan Kenobee", Joe Fazio and his lovely wife Linda. A total of nineteen rooms are expected tonight a full day before Trials.

It's time to eat, and we head out again for a quick bite and an extra long ride lost in the mountains of North Carolina looking for beer.

Thursday marks the official beginning for TRials 2005. Few others are up at 5:30 AM, but that view is there, and soon the sun begins to crest the east rim of the Blue Mountains. What a wonderful location this is for a TRials.



Registration is open, and Karen and I setup the collection box for TR-shirts and donations for fellow 6-packer Steve Wilson of Pass Christian, Mississippi. Steve's TRials 2005 adventure, his '72 TR6, TR250 restoration project, ever-present little TRailer, his whole house and literally everything he owned was swept out to sea the week prior by hurricane Katrina.

Kevin needs the TRials banner hung, and plenty of us are here to help,

but before we drape all twenty feet of it over the entire side of the restaurant, we decide to wait and check with the manager. As it turns out, this guy is as happy to have us here as we are to be here and immediately rounds up the maintenance crew for a professional installation.

The TRials hospitality suite is beginning to hospitalize as TRials 2005 kicks into high gear. 6-packers start flowing in, obviously drawn by the wonderful selection of pop and water, or perhaps it's the brown bottles of TRials' signature brew, "Newcastle Ale" [The beer that fueled the beginning of 6-Pack itself in a small pub so many years ago].

The officers of 6-Pack hold a confidential meeting on the veranda to discuss current and future events affecting the club. As the meeting progresses, more and more attendees arrive for TRials 2005.



Having the Group 44/Paul Newman TR6 here is worth the trip in itself, and having Lanky here to share real life TRiumph stories .....priceless. We all stand in awe as the Paul Newman stories and life with Group 44 come rolling so matter of fact from Lanky's lips.

Tonight's festivities include an all TRials version of the Newlywed game hosted by Karen and me. Four unlucky couples secretly chosen to participate are subjected to a series of TR6 and TRials related questions. The object, of course, is

to see how well you can predict how your partner will answer each question. All the couples survive and provide great entertainment for the rest of us. Everyone is surprised at the number of people that have done more than drive in a TR6, if you get our drift.

Saturday morning awakens everyone to a car wash and wax as the show prep begins. At mid-morning, I hear the unmistakable blast of a full race prepared TR6 engine on the other side of the resort. I calculate the distance from the parking lot to the display area for the guest of honor, the Group 44 TR6, and determine that by the time I run there, it will be too late. After only a few moments, I drop everything and take off around the building in a vain attempt to catch the mother of all TR6's in action. I arrive too late to see it running, but I do witness the legend parked overlooking the beautiful blues. Scattered around it on the lawn, is the beginning of a great show as cars start the drive out onto the field. It's time to finish up and get out there, so I head back to the car

On the way to the show field, I drive past Mark Moore as he works feverishly to replace a flexible brake line on his 74 before our 700-mile ride home. Mark's mission began early with a scoot to the nearby NAPA store, [thanks to Brent Kelsey], for a brake line and a frantic search for someone with a flare tool.



The cars are again displayed on the lawn of the Little Switzerland resort with a perfect view of the Blue Ridge mountain range. There is a bit of an angle as the lawn slopes away from the resort and down the mountain, but the grass is dry after yesterday's rain and the morning dew [provided you have brakes.]

Pulling up to the field entrance, I step on the brake pedal of the '69; it proceeds to drop right to the floor with no resistance! I have no brakes at all, but I'm literally feet from the parking spot I can occupy for the next five hours while I search for parts. A year of planning, weeks of agonizing, eight days and thirteen hundred miles of traveling, and three hours of



cleaning - there is no way I'm stopping here, and besides I can't stop; I don't have any brakes.



Mark Anderson photo

No one who's owned a Triumph for any length of time questions why the emergency brake is so conveniently located. I've probably driven more miles with only the e-brake than most TRailer queens drive in a year. I can certainly maneuver through a few prized, show-quality, life possessions and back down hill into.....oops. Emergency brakes don't work in reverse.

As I cruise past Kevin Andrews directing me into place, I explain my dilemma and ask if he can just keep me from rolling off the mountain backwards while everyone is watching. Fully expecting to hear a cry for everyone to quickly look at the resort, Kevin instead solicits the help of several bystanders, and the car is carefully lowered into place without problem.

It's now that I realize we are on top of a mountain in North Carolina, seven hundred miles from home with NO brakes. Then Karen walks up and asks, "How's it going?"

Karen's first experience with the "quirks" of Triumphdum [*ed. note- not necessarily with the quirks of their owners*] was in 1998 on our way to New Jersey in the very same 1969 TR6 she helped put the engine into just a few weeks before (the beginning of many "firsts" for Karen).

Anyone familiar with Chicago (prior to "I-PASS") is also familiar with the "parking lots" that form at every tollbooth during rush hour. Naturally, as we pull up to the dead stopped traffic, I turn off the car and sit in the sweltering heat of a ninety plus day. This isn't what shocks her. It's when I get out and start *pushing the car*

(you know, instead of starting it and stopping it) that she becomes very confused, and, I suppose, somewhat frightened. Standard Operating Procedure for all Triumphs of speed and performance, right? Karen, on the other hand, starts screaming, "What are you doing? Is it broken? Should we go back?"

This experience, and perhaps too many like them, has calmed Karen's responses to only a few, "What are we going to do?"

Fortunately, the Triumph gods have graced us with the presence of Chip Collingwood (UK Motorsports 804-564-1839) who comes bearing presents in the form of a brand new brake master cylinder for Karen and me, a brake line flaring tool, [and expertise] for Mark Moore, and, I believe, more miracles for other attendees as well. Thank you, thank you, and thank you.

As Ken Crowley always says, "TRials is all about the people." I wonder if this isn't emphasized by the fact the it's a single mark organization. Think about it. It may be a convergence of the finest TR6's and TR250's in the country, but lets face it, they are all the same car. *Which* car you choose to represent you is taken

out of the equation, so the focus is on the people more than the car. Whatever the reason, TRials really attracts some great people. Take for example Chip and the couple Karen and I met at TRials 2005. They had just driven down from Richmond, VA. We immediately connected with them relaying our Richmond adventure of this year as well as our missed trip from last. They were very excited and explained they had hoped to make the trip in their newly restored TR6, but it wasn't ready in time. Then they told the story of how the restoration shop owner offered to trailer their TR6 to and from TRials (he was coming anyway, but still!), so that they could have it for the show and not risk a six hundred mile trip in a new restoration. If that doesn't convince you this guy is a god, you're made of stone.

So back to Chip. You know, the guy who travels with a brand-new brake master cylinder for a TR6 and complete flaring tools? I naturally ask him, "Do you always travel with brand new parts?" He then proceeds to explain that he brought a TR6 that he just completed to the show for a customer. You got it. I am in the presence of a god.

The brake master cylinder goes on flawlessly with help from god (Chip). The '69 once again is ready for the trip home. All those squirrels that started scurrying around the second the brake pedal hit the floor as I drove on to the show field begin to leave my stomach.

Mark is happy too, now that he has a new brake line attached to the front wheel of his '74. Ken "never has a breakdown" Crowley is parked and ready to roll, as are Terry and Mark Anderson, who will journey with us part way. Let's party!

Saturday night, and it's pre-



liminary cocktails on the veranda over looking the beautiful Blue Ridge Mountains. Man this is great place for TRials.

The Awards banquet goes smoothly with much-deserved trophy reminders being distributed for each class. A special award is presented to Chip for helping so many in need. All the pomp and circumstance ends and everyone retires to the hospitality suite one last time.

Sunday morning comes much too early as we ready our now five car caravan (Mike Brinker has joined in for the ride) for a day's journey home. I suppose if you have to end a TRials, there isn't a much better way to do it than a blast down the Blue Ridge Parkway. What a way to wake-up!

Before we get completely out of the Blue Ridge Mountains, though, the alternator on our TR6 and the brakes on Ken's TR250 both decide to go south. Since it's daylight, Karen and I are all set, running nothing but the essential electronics [CB, stereo, and, of course, overdrive]. Ken, on the other hand, still has some stopping power, but his situation quickly awards him front row in the caravan on the way home.

We say goodbye to Terry and Mark and Mike and the only cars in the group without problems in Cincinnati as they continue on to Michigan.

Everything goes pretty well until we hit the bottom of route 39 in central Illinois, and. ...*dusk*. Still

, a few hours from home, Karen and I, running without lights to conserve battery power, nestle into the "rocking chair position" with Mark's TR6 in the back and Ken's TR250 up front. You really get an appreciation for headlights when you drive at speed without them. It's a bit white-knuckling for us, and I'm sure odd for other drivers, as a TR6 suddenly illuminates between two others you pass, but it gets us all the way home. Thanks go out to "road marines" Mark Moore and Ken Crowley for never leaving a TR6 behind.

I suppose this is why we call it "TRials."

We would especially like to thank the TRials 2005 attendees for their gracious contributions to the "Steve Wilson" T-shirt collection, and drive at this year's event. Thanks to TRials 2005, Steve now has more than just the shirt on his back (some probably even fit), at least a bit of mad money to help restore everything washed out to sea during Katrina, and the knowledge that his friends at TRials and 6-Pack care. Good job.

*Stalker*

*PS: Word has it Steve already has a replacement for his '72 TR6 and is working on somewhere to park it. See you in Ohio.*



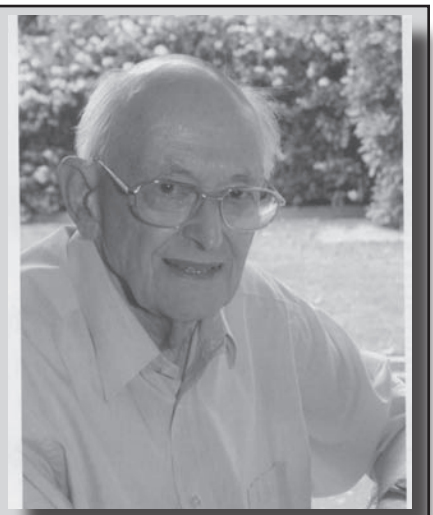
*Ed Note: In our Oct, Nov, & Dec issues of SNIC BRAAAPP, we serialized an article by John Macartney on the "Small Car" Engine, designed by Standard-Triumph engineer David Eley. The Dec/Jan issue of Triumph World has an fascinating interview by Graham Robson with Mr. Eley, along with some interesting graphics, [including the one at right] that we are inserting with permission from TW*

*While on the subject of Mr. Macartney, we received this email from him after he saw his article in print on the pages of this esteemed publication. We must assume that he has a birdcage in need of liners because he has sent us more text in exchange for copies of Snik Barf. He writes-*

*Hi, Bob*

*I've been very delinquent in not sending you earlier thanks for keeping me posted with copies of the mag with my articles therein. I just hope they didn't bore your members rigid!!!*

*Thanks again for your support and interest. You produce a truly excellent newsletter for your members, and I'm only sorry I won't be receiving any more examples to see 'how the other half lives.' Well done! Hope to hear from you soon - and if you'd like any other material from this side of the pond, please let me know. Cheers, John Macartney*



# BIG BASH 2006

WHAT: Annual ISOA Party and Awards Night,  
Great Company, Beer, Food  
Photo Show of 2005 Events, AKA Super Boomer, Tall Stories,  
Mercifully brief special awards ceremony, [Did we mention beer?]

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



HOW MUCH: \$20.00\* per person before January 4, 2006

WHEN: Saturday January 21st, 2006  
6:00 pm Cocktails (cash bar) and hors d'oeuvres  
7:00 Dinner

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



Choice of Entree (indicate how many)  
Beef (Butt Steak) \_\_\_\_\_ Fish (Talapia) \_\_\_\_\_ Chicken (Marsala) \_\_\_\_\_  
All entrees include soup, salad, veggie, potato and dessert.

Check enclosed for \$20.00 x \_\_\_\_\_ =

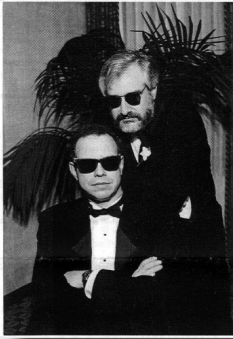
Bring your check made out to *ISOA* to the January meeting or mail to arrive by January 3rd to

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



*\*THE CLUB IS SUBSIDIZING THE COST OF MEAL EXPENSES OVER \$20.00 USING SOME OF THE PROCEEDS FROM THE 2005 VTR CONVENTION.*





## IT WAS TWENTY YEARS AGO TODAY . . .

**THIS MONTH IN *SNIC BRAAAPP***  
 A BRIEF TRIP BACK DOWN MAMMARY LANE  
 WITH JAKE & ELWOOD MANTENO

*Return with us now to those thrilling days of yesteryear as we traverse the wormhole of time back through the Magic and Mystery of time-travel. Calibrate your transponders to 1986 [Just be sure to line your helmet with copious amounts of tinfoil and polyunsaturated luncheon meat. Here, in their own words, is what the Brothers Manteno had to say in Snic Braaapp twenty years ago.*

**Snic Braaapp**™  
**ILLINOIS SPORTS OWNERS ASSOCIATION**  
 ALL THE NEWS THAT'S FIT TO PRINT...AND QUITE A BIT THAT ISN'T.  
 VOLUME      BASS      TREBLE

**H**appy New Year! It's time to snap out of our winter hibernation and show up at the January meeting and Year Beginning (Ending?) Party, both of which are to be held at the new and improved Hillside Strangler Inn. Also known as the Round-up Saloon. Billy has gone all out this year, eschewing the usual cuts of meat from nearby Maywood, he drove all the way to Balmoral Park

in Crete to get the entree. Yes friends, you too can enjoy this home micro waved meal in the comfort of this gaily decorated saloon/restaurant on Jan 18th. There will probably be more details given out at the January 5th meeting held at this same venue. About 2 furlongs West of Mannheim on Roosevelt Road, or about 5 furlongs East of Wolf in Hillside. Upper lip stiffening begins about? With the other usual foolishness (meeting) starting around 7:30ish. Be there, Aloha.

Our lame-duck (and brained) President Kim Joiner was named SCCA Road Rally Rookie of 1985. Kim finished third in National Championship Class C. Kim also won the overall Central Division Championship. Film at eleven, (If he didn't choke, he would have been National Champion).

At our December meeting, a new Board of Directors was elected. The 1986 Directors are Frank Zelip, Shelly Biales, Sally Keyes, Don Griggs, Kim Joiner, John Ludvik, Jack Billimack, Rich Gudmundson, and last but not least, Irv Korey. At their first meeting, the following, officers were selected: Sally Keyes-President, Jack Billimack-Vice-President, Shelly Biales-Treasurer, Don Grircrs-Secretary. Come see the new officers make asses of themselves at the January meeting. New members at the January, '86 meeting were Bob Streepy [*ed. note-I wonder what ever happenend to that guy?*] and Dave Kayson\_

## 1986 New Year's Resolutions

Kim Joiner- To continue my fine literary efforts on behalf of SNIC-BRAPP.(Tee-Hee)

Irv Korey- To continue ray fine pervasive efforts on behalf of SNIC-BRAPP. (Tee-Hee)

Earl Wright- Because of the club demand for one, to set up a tour to House on the Rock.

Jack Billimack- To show up at the Year End party, with my wife this time.

Pat Morse- To buy a real sports car instead of that wimpmbile I drove to the North American Triumph Challenge this year.

Bill Ruetsche, Jr.-To not fill the bottom, of my father's transmission with freshly removed reverse gear teeth.

In the ISOA classifieds twenty years ago, you would have seen these ads:

TR4A with 350 Chevy small block \$6000.00

*And that's the way it was, January 1986, [imagine Walter Cronkite's voice] except now, you were there!*

## 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. [See the April issue of Snik Blech for his full autobiography.] 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@sbcglobal.net](mailto:trstreep@sbcglobal.net).*

Dear Sir Bentley,

I am trouble having with Lucas ignition system. I have leads attached to coil as explained by you in book, *The Complete Guide to Lucas Electronics, Volume I, AC/through Ballast Resistors*, but when I go to detonate, I mean ignite, device, nothing happens. What doing wrong am I? I really want for ignition system to properly work, because I wish to join husband, who is now in company of 72 virgins, and I don't him trust in paradise all by himself with all those horny chicks

Saida El Sharwa



My Good Woman,

The Lucas ignition system is extremely foolproof and always functions flawlessly when properly

maintained. I trust you isolated the battery when doing your preliminary setup. Are you sure that you reconnected it when you applied the spark? Also, check to see that the contacts are correctedly configured-[red to positive, black to negative] to the dynamo.

Another potential issue to check out is the excessive build up of smoke in the wiring. To eleimante this, check out the Lucas Smoke Bleeding System described in the previous issue of this newsletter. [A full field test is planned for the April issue] That being said, lastly, check to make sure that electrodes are properly gounded. By following these directions, I'm sure you'll have a blast when you get the ignition system sorted out. Hopefully, you'll soon be joining your husband ---BH

PS We have recently received a vertivable treasure trove of "Lucasims," including some from the esteemed editor of *Triumph World*, our compatriot from the mother country, Mr. Tony Beadle. We are including these Lucas related observations for your edification.



attempt was being run on a seven-mile stretch of highway near Wendover, Nevada. The car suffered several problems including bad batteries and condensation inside the drive controller. The team said it will try again next year." All of that late night moisture in Nevada?????

- The Lucas motto: "Get home before dark."
- And the Lord said 'let there be light'...Joseph Lucas replied "no way, Lord, no way."
- Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness."
- Lucas--inventor of the first intermittent wiper
- Lucas--inventor of the self-dimming headlamp
- The three-position Lucas switch--DIM, FLICKER and OFF
- The other three switch settings--SMOKE, SMOLDER and IGNITE
- The original anti-theft devices--Lucas Electric products.
- "I've had a Lucas pacemaker for years and have never experience any prob..."
- If Lucas made guns, wars would not start either.
- Did you hear about the Lucas powered torpedo? It sank.
- It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.
- Did you hear the one about the guy that peeked into a Triumph and asked the owner

•The British team trying to set the electric-car speed record gave up when the car would not start. The record

"How can you tell one switch from another at night, since they all look the same?" "He replied, it doesn't matter which one you use, nothing happens!"

•Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which didn't suck.

•Quality Assurance phoned and advised the Engineering guy that they had trouble with his design shorting out. So he made the wires longer.

•Why do the English drink warm beer? Lucas made the refrigerators too.

•Alexander Graham Bell invented the Telephone. Thomas Edison invented the Light Bulb. Joseph Lucas invented the Short Circuit.

•Recommended procedure before taking on a repair of Lucas equipment: check the position of the stars, kill a chicken and walk three times clockwise around your car chanting: "Oh mighty Prince of Darkness protect your unworthy servant."

•Lucas systems actually uses AC current; it just has a random frequency.

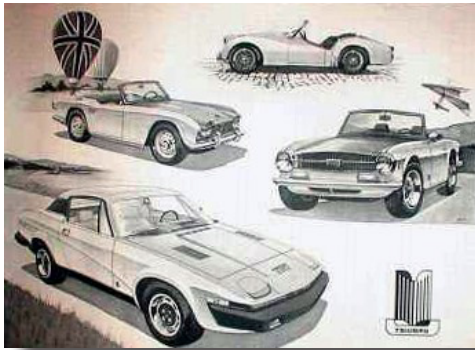
•Lucas is an acronym for Loose Unsoldered Connections and Splices.

•**ANOTHER LUCAS MYTH**, [courtesy of Tony Beadle]

It has often been said that the reason the British drink warm beer is because Joseph Lucas developed the first refrigerator in the UK. This is simply not true.

However, it is an established fact that Lucas did some pioneering work with an early form of automotive air-conditioning, but was eventually forced to abandon the idea. Despite many tests and experiments, there was one fundamental flaw with the design that Lucas just couldn't overcome - every time the driver's door was opened, the headlights came on!

Satch Carlson, who used to write for Autoweek, wrote, after a trip to England, that this is, in fact, untrue. He said the British drink beer at room temperature and since the whole place is heated with Lucas heaters it means they drink COLD beer!



Dear Sir Bentley-

I have read your advice columns over the years and I must admit a true sense of awe over you're your ability to comprehend and explain matters much too complex for most lay people to fathom. Perhaps you could be so gracious as to enlighten me somewhat on an issue that has caused me grave concern. I have recently acquired the attached Triumph print, which as you can plainly see, shows the development of the TR series of automobiles. I am puzzled as to whether or not their evolution was part of an intelligent design by the Standard Triumph designers or perhaps might have just been a random occurrence with no real plan in place at all.

C. Darwin,

Dear Charles,

Your inquiry is especially pertinent since the debate over intelligent design vs. natural selection has been gaining increasing fervour here in the Homeland as well as in there in the colonies. One must actually go back to the Nazi Blitzkrieg on Coventry in 1944 to gain the basic historical perspective necessary to comprehend this everso vexing subject. With the Hun's aerial assault on the Fletchamstead Works, the Triumph plans for a series of sequentially designed sporting cars by Donald Healy and Walter Belgrove was eternally ruined; Hence the "Big Bang" Theory of random Triumph development. Following the war, a series of design engineers did their what they could to replicate the designs, but without the original sketches, they weren't able to achieve the common threads that were formerly drawn into the TR range as conceived by Healy and Belgrove. They then turned to Michellotti for their prototypes and the outcome was in an inconsistency in styling that is readily apparent when comparing the TR1 prototype with the "Shape of Things to Come" design [AKA the Flying Doorstop] of the wedge cars that proved so popular in the late 70s and early 80s. Careful comparison

and contrast of the cars would undoubtedly indicate that "Intelligent Design" was clearly lacking, hence the theory of natural selection and evolution definitely holds more scientific sway than the view that any kind of grand master scheme was in place. We sincerely hope that this information once and for all puts to rest the debate over the nature of Triumph creation.

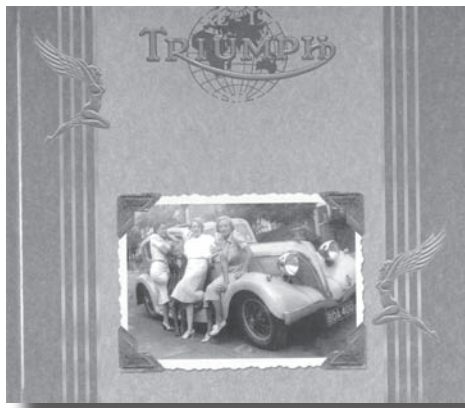
Happy Motoing - BH



**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 "Yacker" 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 - (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
- Machinist** Bob Crowley  
630/355 2170
- KeyMaster** Bob "Senile" Donile  
630/837 3721
- Electrical Paint, Body,** open





PRE - 1940 TRIUMPH MOTOR CARS FROM FAMILY PHOTOGRAPH ALBUMS

BY GRAHAM SHIPMAN

HARDBACK, 121 PAGES, £18.95 PLUS £4.00 SHIPPING [APPROXIMATELY \$40.00 US]

We Yankee Triumph enthusiasts are doubtless fated to eternally be deprived of the opportunity to enjoy the prewar Triumphs that our British cousins take pleasure in, since so few of the "Quality Light Cars" made it across the pond, and even fewer have survived. Regular readers of this publication may recollect that we took it upon ourselves to do some semi-scholarly research on the topic of prewar Triumphs and that we scribbled a few installments in the June, July and August issue of Snik Barf way back in 2005.

In the August/Sept [Vol. 63, page 5] edition of Triumph World, editor Tony Beadle reviewed a new British publication entitled "Pre 1940 Triumph Motor Cars, from Family Photograph Albums" by Graham Shipman. Tony was very positive in his remarks, and thus I was immediately moved to contact Mr. Shipman in order to acquire a copy for myself, especially since the book is limited to only 500 copies. Graham Shipman is an archivist and registrar of the British Pre-1940 Triumph Owners Club, and was able to utilize their records to do some of his research. He also advertised in British newspapers and magazines for Triumph owners past and present to share old photos of themselves or family members along side of their pre-war Triumphs. The result of this effort, along with cooperation of the Pre-1940 Triumph Owners Club members, is this book, which in fact is

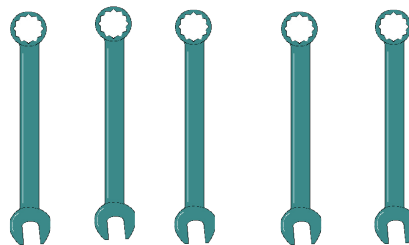
literally a Triumph "Family" album.

Each of the 108 respondents selected for inclusion provided an image of a prewar Triumph, along with a paragraph of two of text detailing their recollections of the cars and the circumstances under which it was pictured. The cars are arranged chronologically, beginning with a 10/20 and going up to 1939 Dolomite.

My first impulse was to thumb through looking for production facts and figures, and I must confess that at first I felt a little disappointed as I looked for the traditional reference book archival type of information we have come to expect in Triumph History books, but my initial disenchantment quickly dissipated as I read the comments and studied the images on the pages and I began to appreciate this book for what it really is, i.e. an album of old photographs of people and their prewar Triumphs. This book is exactly and literally as advertised. As I read through the passages, it was as if was peeking back in time to my own family, and in effect, as a member of the Triumph family for more than twenty years, it wasn't too much of a stretch of the imagination to feel that way.

In addition to the comments from those who submitted graphics, Shipman does indeed provide factory figures on each car, but he does it very subtly. He has researched each subject car to the point that he even informs the reader of the car's current condition, if it is still in existence.

This book would be a great addition to any Triumph lover's library, particularly those of who fancy the early years of the Triumph automobile. If the author ever decides to take on a new project, I'd recommend he attempt to do a North American Post War Triumph Album. That might really bring a tear to a few eyes here in the colonies. On the literary "Sudsometer" we give this one five spanners.



Suds

New Arrivals



As if having an Austin-Healy 3000 weren't already enough to make the rest of us envious of Peter "Maestro" Conover, now he's gone and gotten himself a 1957 DB Mk III Aston Martin. Seems he has a thing for hyphenated LBCs.

If you have added inventory to your Triumph, fleet, drop us a line and/or a picture. You too can be immortalized on the pages of this snoozeletter. The fish around which it is usually wrapped will certainly enjoy it.



Coming in February-

Overdrive Oil Testing

Big Bash Report

Review of "Sports & Exotic" Mag

New Triumph IRS Frame information

Group 44 Triumph Race Cars

Lots More Stuff



*Special Thanks to Jeff Rust for this*  
**JEFF FOXWORTHY ON ILLINOIS:**

If you consider it a sport to gather your food by drilling through 18 inches of ice and sitting there all day hoping that the food will swim by, you might live in Illinois.

If your local Dairy Queen is closed from November through March, you might live in Illinois.

If you instinctively walk like a penguin for five months out of the year, you might live in Illinois.

If someone in a store offers you assistance and they don't work there you might live in Illinois.

If your dad's suntan stops at a line curving around the middle of his forehead, you might live in Illinois.

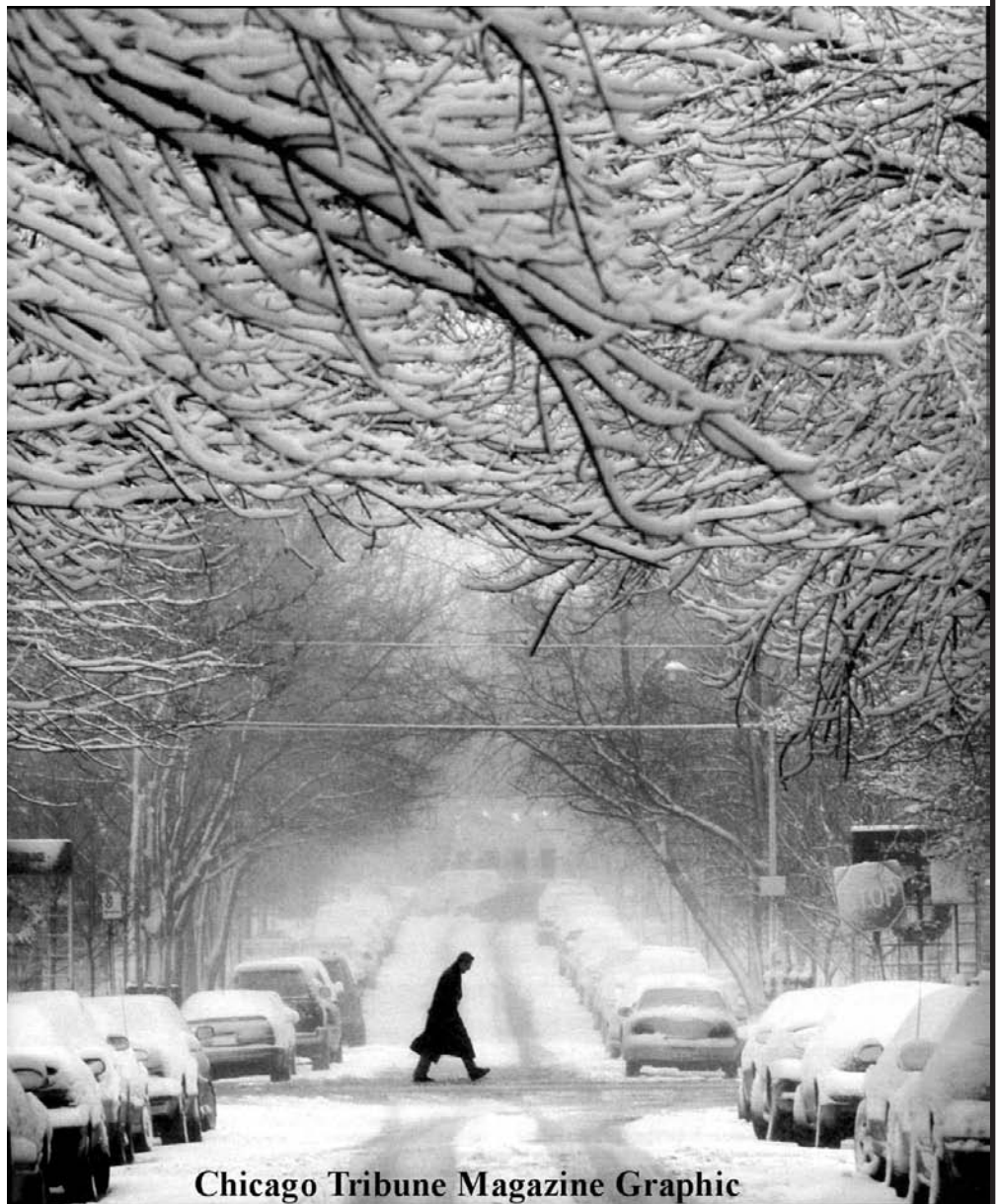
If you have worn shorts and a parka at the same time, you might live in Illinois.

If your town has an equal number of bars and churches, you might live in Illinois.

If you have had a lengthy telephone conversation with someone who dialed the wrong number, you might live in Illinois.

*You KNOW you're a TRUE Illinoisan if:*

1. Vacation means going east or west on I-80 for the weekend.
2. You measure distance in hours.
3. You know several people who have hit a deer more than once.
4. You often switch from heat to AC in the same day and back again.
5. You can drive 65 mph through 2 feet of snow during a raging blizzard, without flinching.
6. You see people wearing camouflage at social events (including weddings).
7. You install security lights on your house and garage and leave both unlocked.
8. You carry jumper cables in your car and your girlfriend knows how to use them.



**Chicago Tribune Magazine Graphic**



Chicago's 10th Annual  
all  
British Car  
Swap Meet  
& Auto Jumble



Sunday, February 26, 2006 8:00am - 3:00pm  
at the DuPage County Fairgrounds, Wheaton, IL  
(1/2 Mile south of RT28 on County Farm Road)  
www.britishcarswap.info

Indoors Free Parking  
General Admission \$5 Vendor Space Available

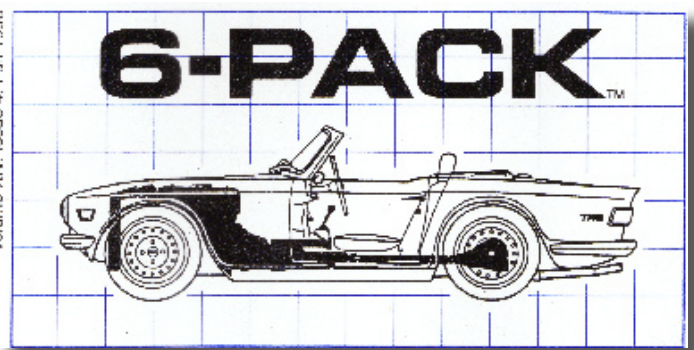
February 26,  
2006  
Tenth Annual All  
British  
Swap Meet and  
Auto Jumble

Since 1997 the CMGC swap meet has been held on the last Sunday in February at the DuPage County Fairgrounds

in Wheaton, Illinois. Both the content and the visitation has been increasing yearly. For 2005 there were about 900 shoppers and more than 100 vendor spaces in two buildings.

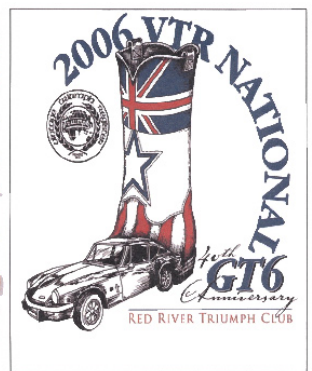
To get to the swap meet, start at Roosevelt Road (IL-38) and either IL-59 or IL-53. From IL-59 go east on IL-38, 2.9 miles to County Farm Road. Or from IL-53 go west on IL-38, 4.8 miles to County Farm Road. This intersection has a traffic light and McDonalds and Burger King restaurants. Go north on County Farm Road 0.4 miles to the first traffic light. Turn east on Manchester Road and proceed 0.5 miles to the entrance.

BRITISH CAR UNION PRESENTS  
**BRITISH CAR FESTIVAL**  
Save the Date:- Sept. 10, 2006  
British Car Union  
P.O. Box 928  
Downers Grove, IL 60515  
Visit our website: [www.britishcarunion.com](http://www.britishcarunion.com)



**6 PACK TRIALS 2006**  
September 28 - October 1  
Cuyahoga Falls, Ohio

30-+30<300-050-+0Z R-T-K 000N



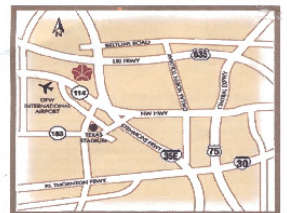
2006 Vintage  
Triumph Register  
National Convention

July 19-23, 2006

**A FASTBACK IS BORN**

The Red River Triumph Club is pleased to host the 2006 VTR National Convention. Join us as we celebrate the 40<sup>th</sup> Anniversary of Triumph's fastback, the GT6.

The Omni Mandalay Hotel at Las Colinas has offered us a special group rate of \$99 per night, with this rate being available for three days prior to and after the event dates, should you want to extend your stay to take in more of the area's attractions. This AAA four-diamond-rated hotel, has an old-world Italian restaurant, a cocktail lounge, a café, a fitness center, and spa, as well as a fine collection of art displayed throughout. It is located near the Mandalay Canal, complete with Riverwalk, shopping, dining, and Venetian water taxis. It is located 10 miles from Grapevine, Texas, home to Grapevine Mills Mall, Bass Pro Shop (and an excellent restaurant/brewery), as well as a quaint downtown shopping district and wineries. Covered parking and trailer parking are provided for registered vehicles.



Hotel Reservation Information  
Omni Mandalay Hotel at Las Colinas  
East Las Colinas Blvd. Irving, Texas 75039

(972) 556-0800  
(800) 843-6664

Be sure to mention the 2006 VTR Convention hosted by The Red River Triumph Club  
Updated convention information: [redrivertriumphclub.org](http://redrivertriumphclub.org)  
(EVENTS page link to VTR2006.com)  
Payment through PayPal available when registering online

2006 VTR National Convention  
July 19-23, 2006 - Las Colinas, Texas

Day	Time	Event
Wednesday, July 19	12:00 p.m. - 7:00 p.m.	Registration/Hospitality/Arts & Crafts Contest
	1:00 p.m. - 4:00 p.m.	Driving Rallye
	6:30 p.m. - 9:30 p.m.	Welcome Reception/Raffle
Thursday, July 20	8:00 a.m. - 7:00 p.m.	Registration/Arts & Crafts/Vendors
	9:00 a.m. - 3:00 p.m.	Driving Rallye
	9:00 a.m. - 3:00 p.m.	Walking Rallye
	10:00 a.m.	TSD Rallye
	2:00 p.m. - 5:00 p.m.	Fundraisers
	7:00 p.m. - 10:00 p.m.	Texas-Style Barbecue/Auction
Friday, July 21	8:00 a.m. - 2:00 p.m.	Registration/Arts & Crafts/Vendors
	8:00 a.m. - 2:00 p.m.	Autocross (Tech begins promptly at 8 a.m.)
	9:00 a.m. - 3:00 p.m.	Driving Rallye
	9:00 a.m. - 3:00 p.m.	Walking Rallye
	1:30 p.m.	Tech Session #1
	3:00 p.m.	VTR Membership Meeting
	5:00 p.m.	Photographic Photo
Saturday, July 22	7:00 a.m.	Judges' Breakfast/Training
	9:00 a.m. - 1:00 p.m.	Concours d'Elegance
	3:00 p.m.	Tech Session #2
	6:30 p.m. - 10:30 p.m.	Awards Banquet/Raffle

Driver A (Name as you would like it to appear on name badge) \_\_\_\_\_  
Driver B (Name as you would like it to appear on name badge) \_\_\_\_\_  
Street Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_  
Home Phone \_\_\_\_\_ E-mail Address \_\_\_\_\_  
Additional non-drivers for convention name tags \_\_\_\_\_  
Vintage Triumph Register Membership #/Local Club Affiliation \_\_\_\_\_

Please indicate the events in which you intend to participate - Participation in at least 1 driving event is required to enter the Concours and Participant's Choice car shows

Concours (Check, Modified, Senior, Preservation) \_\_\_\_\_  
\*Senior and Preservation classes require pre-registration.

REGISTRATION:	
VTR Member - 1 Car/1 Driver	\$ 90.00
Non-VTR Member - 1 Car/1 Driver	\$120.00
Additional Car/Driver	\$ 25.00
Additional Driver	\$ 15.00
Each Non-Driver	\$ 10.00
Texas Barbecue	\$ 12.00
Awards Banquet	\$ 35.00
T-Shirts (M, L, XL, XXL)	\$ 15.00
<b>TOTAL:</b>	

Mail Check (payable to BRTC) and signed form to: VTR 2006  
121m Thompson P.O. Box 2645 Keller, TX 76244 (214)75-9311

Proof of car insurance is required to participate in driving events. Under VTR rules, all Triumph meeting Conveners and Participants' Choice car shows are required to participate in at least one driving event. Tech and safety inspections are required to enter the Concours. Any vehicle can be disqualified at the Technical Inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do hereby indemnify the organizers, supporting sponsors, the Red River Triumph Club and Vintage Triumph Register, organizers and sponsors from any and all liability from personal injury or property damage by me or my guests while participating in this convention. I understand that the Red River Triumph Club reserves the right to revoke my registration and release my responsibility for should it or my guests engage in reckless, dangerous and/or unsafe behavior. I have read, understood and agree to this release.

Signature (Driver A) \_\_\_\_\_ Date \_\_\_\_\_

*It's never too early to start planning for the annual VTR convention. This year's event, code named Sweetfest 06, will be in Texas July 19-23.*





OPERATION PHOENIX -  
FROM BEATER TO BEAUTY



*In the coming months, your humble and obedient scribe and Mike "Toofus:" Mueller hope to provide you, our beloved gentle readers, with a running account of the resurrection of Mike's recently acquired 1972 TR6. We plan to do a full frame-off driving-concours restoration on this car and we intend to post our progress, as well as any setbacks, along with our upcoming plans on the pages*

*of Snic Barf. We welcome any and all ISOAers to join us in this effort at your convenience, particularly if you plan on any type of similar undertaking.*

**A LITTLE BACKGROUND**

Mike and I have both been involved in previous TR6 frame-off restorations with reasonably successful results. We both have a bit of discretionary time to devote to this project and both of are blessed with fairly understanding significant others who at best support, or at least tolerate, our folly. We are also at an age where we don't have young children who might also prevent us from devoting our attention to this project. It is our intention to do as much of the work ourselves as possible to keep the expenditures down.

Mike in particular is quite accomplished at welding and body work, oftentimes the most expensive component in a restoration. We have a fairly clear idea of what we want to accomplish

and we have established a budget, both in terms of money as well as time that we feel is reasonable. This will not be a "Checkbook" restoration and we hope to document all expenses and to do as much of the work ourselves as we possibly can.

Our goal is to have this car completed and running by the beginning of the driving season in 2007. Stay tuned for updates as they become available.

Our first step will be to remove the body from the frame and do a thorough analysis of the condition of the chassis and any necessary welding and reinforcement. Next we plan to start the motor and check its health before proceeding any further.

If you would like to be part of this project, either as a co-wrencher or just an interested observer, give Mike or me a call. We'll be happy to let anybody watch and/or help as we press on. Stay tuned for updates as they become available.

*Thanks to honorary ISOAer and Central Illinois Chief correspondent Ken Gano for the following story and photo via the Triumph Internet Lists*

**EXPENSIVE EXOTICS SMASHED BY 17 YR OLD GIRLS - DADDY'S ARE GONNA BE MAD!**

Two of the world's rarest exotic cars, the Lamborghini Murcielago, and the newly introduced Ferrari Enzo, crashed today in the Park Cities area while street racing. There were a total of 5 teens involved. The Lamborghini apparently was driven by minor Courtney Shannon, daughter of Danny Shannon the owner of a large exotic cars dealership. The Ferarri Enzo, the world's rarest car, was driven by Rebecca West who's father is a prominent attorney. Both girls are age 17. Three males, Andrew Lambert, Chase Shannon, and a third who's name has not yet been released, were passengers.

Both females and two males are in stable condition, while the third male is in critical condition. All 5 were taken to Presbyterian Hospital in Dallas. Rand Allemond says "I saw the yellow one coming down the street and make a sharp swerve-like maneuver and turn sideways while the other ran into it. Then they both slid into two other cars and that's when I ran inside to get my wife and call the police".

The Lamborghini is valued at \$280,000, and the Ferarri is valued at more then \$2,000,000.00.



[www.StrangePolice.com](http://www.StrangePolice.com)



On behalf of myself and the other 2 SOX fans, we would like to give our thanks to Snif-Barf edicur Hops [aka "Suds"] Streepy for his kind mentions of the SOX

World Series Championship in the latest incarnation of the snoozeletter.

As any fan of baseball already knows, SOX fans (all 3 of us) believe in quality, not quantity. Cub fans should try that some time, as it seems that all cub fans can talk about is how many more cub fans there are than sox fans. Cub fans talk of the difference in attendance at the 2 ballparks even overwhelms Cub fans discussions of when will the Cubs fire Dusty Baker and hire another stiff that will blow out the arms of their steller starting pitchers. Of course, Cub fans, that will happen next year (again). It is clearly more important to have more fans in the stands than to put a quality team on the field, a lesson not lost on the Tribune Company. You can be sure that the Tribune Company will continue to provide you with what is important, in order to keep you happy.

Enjoy.

The three of us are.

*L. Wood*

Have you ever been guilty of looking at others your own age and thinking, "Surely I can't look that old?" Well then, you'll love this one.

I was sitting in the waiting room for my first appointment with a new dentist. I noticed his DDS diploma which bore his full name. Suddenly, I remembered a tall, handsome, dark-haired boy with the same name who had been in my high school class some 40-odd years ago. Could he be the same guy that I had a secret crush on, way back then??

Upon seeing him, however, I quickly discarded any such thought. This balding, gray-haired man with the deeply lined face was way too old to have been my classmate. Hmmm, or could he???

After he examined my teeth, I asked him if he had attended MorganParkHigh School. "Yes. Yes, I did. I'm a Mustang," he

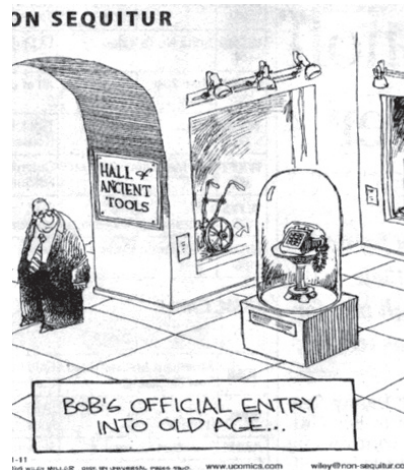
gleamed with pride

"When did you graduate?" I asked.

He answered, "In 1959. Why do you ask?"

"You were in my class!" I exclaimed.

He looked at me closely. Then, that ugly, old, wrinkled son-of-a-B asked, "What did you teach?"



*Bob Erickson*

Last week when purchasing a burger at Burger King for \$1.58. The counter girl took my \$2 and I was digging for my change when I pulled 8 cents from my pocket and gave it to her. She stood there, holding the nickel and 3 pennies, while looking at the screen on her register. I sensed her discomfort and tried to tell her to just give me two quarters, but she hailed the manager for help. While he tried to explain the transaction to her, she stood there and cried.

Why do I tell you this? Because of the evolution in teaching math since the 1950s:

Teaching Math In 1950-

A logger sells a truckload of lumber for \$100. His cost of production is  $\frac{4}{5}$  of the price. What is his profit?

Teaching Math In 1960-

A logger sells a truckload of lumber for \$100. His cost of production is  $\frac{4}{5}$  of the price, or \$80. What is his profit?

Teaching Math In 1970-

A logger sells a truckload of lumber for \$100. His cost of production is \$80. Did he make a profit?

Teaching Math In 1980-

A logger sells a truckload of lumber for \$100. His cost of production is \$80 and his profit is \$20. Your assignment: Underline the number 20.

Teaching Math In 1990-

A logger cuts down a beautiful forest because he is selfish and inconsiderate and cares nothing for the habitat of animals or the preservation of our woodlands. He does this so he can make a profit of \$20.

What do you think of this way of making a living? Topic for class participation after answering the question: How did the birds and squirrels feel as the logger cut down their homes? (There are no wrong answers.)

Teaching Math In 2005-

Un hachero vende una carretada de madera para \$100. El costo de la producción es \$80

*Joe Pawlak*

The Chair

There are special people who were born to construct, to build, to repair, to create. These are the people who can look at a broken item and quickly know how to fix it; they are the Chosen Ones. They hear a sound and know just what engine part needs to be changed. When they look at a bolt, they know exactly what size socket to use without utilizing the try and re-try method. These are skills that were God-given to a select group of human beings for the specific purpose of humiliating those of us who are not so fortunate as to have the ability to understand the difference between a screw and a bolt, a nail and a tack.

I am definitely not one of the Chosen Ones. As anyone who knows me can quickly attest, I am not the guy you call to change the oil, to install the new lamp or to stop the faucet from leaking. It is not within my chemical make-up to build, repair, remove, correct, install, enhance, screw, nail, tighten, loosen, or do any other task that requires dexterity, agility, or an instruction manual. It's not that I wouldn't take great pleasure in stepping back and enjoying the fruits of my labor, it's just that I never get to that stage of any project! My wife knows that I am through when she hears me yell "call someone to fix this damn thing!"

My legacy is left over parts and doors that do not match. Ask my sons about the huge splotch of paint sprawled across the basement floor, a reminder of my attempt to hang a cabinet. Now, I know what you are thinking; there is no logical connection

between a can of spilled paint and a cupboard, but that disconnect is precisely my point. A Chosen One would know in advance that using a gallon of paint to balance a wall hanging is a poor choice, the rest of us have to learn it the hard way!

I believe this lack of mechanical skill is a defect of birth. I hold no one responsible for this malady; I understand that it was just the luck of the draw. I simply am not endowed with the ability to perform any task which requires the connection of part to part, wire to wire, or A to B. When they were handing out "ability" I must have thought they were saying "a bit of tea" and I skipped that option, assuming it was for the British fetus only.

Early in our marriage I established a household rule that we must never buy anything that comes with the phrase "some assembly required." If it has to be fixed or maintained, we call someone who God has gifted with the aptitude to carry the task forward. However, even with that understanding, and despite the acknowledgment of my obvious limitations, there are still moments when I allow my testosterone to override my cerebrum and I attempt to perform a manly chore. There is rarely a good outcome to that decision, and each time I am left to ask: "what cranial interruption could have caused me to think that I could really do that?"

Just such a moment occurred recently when we bought a new couch and chair. Although they were fully assembled upon arrival, they had the wrong color legs. No problem I thought, the factory will send us new legs and I will simply unscrew the old ones and replace them with the correct ones. Even I can grab a chair leg and twist it to the left! How hard could it be? Remember that I said that.

As I turned the chair over and attempted to simply twist the leg loose, I found that progress has also affected the attachment of legs to chairs. You know about progress; it is progress that is to blame for the five remote controls that are needed to oper-

ate the combination TV/Stereo/VCR/CD/Amplifier/Speaker/Garbage Disposal/Missile Launcher entertainment center that we have in our living room. Progress brings us the five remotes, each of which has more than one hundred tiny little buttons, none of which you will ever know the reason for their being, but that really doesn't matter, because unless you have the eyes of a hawk, you can't even read the labels on the damn thing! Progress has ruined the joy of watching the "Idiot box" while simultaneously transferring that title from the box to the viewer.

Well, progress is also responsible for chair legs that are connected with two screws. And these are not your normal, run-of-the-mill, put a screw driver in and turn it screws; no, to remove these fasteners, you must have a degree in Engineering with a minor in Greek Philosophy. Only then could you know that the name of the pentagonal shape of the head of the screw was derived from the Latin "pentagonon", and further that your Sears Beginner's Tool Box will have nothing that comes even close to fitting the five interior angles of this bolt. To insure that only the Chosen Ones are able to access the screws, they are also counter-sunk well-deep through the bottom of the leg.

So what do I do? I do what any other ten-thumbed, blind, mechanically challenged homeowner would do, I ask my friend (who is one of the Chosen Ones) to come to my house and do it for me! But he declines. "It is easy" he says, "take my power driver and this bit" (a bit I learn, is kinda like a screw driver except it costs a lot more and has no handle on it). So off I go carrying the bright red plastic case with the testosterone-producing "Milwaukee Heavy Duty" emblazoned on the side. Inside this case is the Milwaukee 14.4 volt Driver, the kind of tool that must come standard with a flannel shirt and brown work boots. I don't know that for sure because of course I have never shopped in the kind of stores that would sell these things!

After inserting the "bit", I grasp the pistol-grip handle and I am instantly over-

whelmed with the fantasy that I can do this! I pull the trigger which revs the motor and I notice a sensation in my lower mid-section; a sensation that I first recognized in my early teens when I spotted Penny, the niece of Sky King walk across the room on the popular 50's TV show. Suddenly my posture has improved; I am taller, my chest is out and there is a strut to my walk. In my mind, I am Sheriff Puser from the "Walking Tall" movie carrying the 2 x 2 bat that I will soon lay aside the head of the local bad guys. A man and his tool; all is right with the world!

I am soon shocked back into reality when I realize that between the counter-sink and the depth of the leg, I cannot see the screw that I am about to attack with this weapon. I cannot use my tactile senses (as if I had any) to determine my progress; I must rely solely on the Milwaukee 14.4 volt Driver to bring this strip of spiraled metal to its surrender.

After a few false starts and a twist here and there, I am able to power-out fifteen of the sixteen screws on the couch and chair legs. Fifteen screws out, fifteen screws in, I am on my way to true manhood, I am repairing furniture!

But of course the last screw on the last leg of the chair refuses to cooperate. On examination I find that "Bubba, the Disgruntled Furniture Factory Leg Screwer" apparently chose to give this screw a little more attention than he had the others. The last screw is drilled deep into the wood and has worked its way into the unfathomable recesses of its intended target. To make sure that only those persons who have been blessed with the carpenter gene are able to remove this last leg, Bubba also stripped the head of the screw. Not even the Milwaukee 14.4 volt Driver can remove a screw with a rounded head!

And that ladies and gentlemen, is why we have a brand new chair in our living room with three light colored legs and one dark colored leg.

*Jeff Rust*



## Meeting Stuff

### DECEMBER 4 ISOA MEETING NOTES, [In Case You Missed It]

While somewhat diminished in numbers, possibly due to unseasonably chilly temperatures, or possibly as a result of celebrating the Bears victory over our neighbors to the North, most of the usual suspects gathered at Mack's Golden Pheasant on the fourth of December for the monthly ISOA meeting. The Triumphistae compensated for their small size with an extra helping of holiday camaraderie. Prior to Joe Stagmesierter's Pawlak's starting the meeting [official ISOA time 7:00 PM sharp [7:19PM CST], sharpeyed readers, Jeff "Stalker" Rust and Pat "Power Bulge" Lobdell, both correctly identified the J. Crew Cover Triumph shown in the December Snic Braaapp, as well as the Morris Minor next to it, as a Herald or a Vitesse, [nobody is actually sure]. In any event, they received a complimentary beer with two straws as an early holiday gift from your humble and obedient scribe. Also, Chief Snic Braaapp Archivist, Ed Krakowiak, presented us with an article on Group 44 Racers for future inclusion in this publication, *complete with the legal permission to publish it*, certainly a Snic Braaapp first. [Look for it in February].

The December get-together had no newbies in attendance. By all outward appearances, fully recuperated treasurer, Sheri "Big Mama" Pyle, announced that the club coffers were more than ample due to the infusion of cash courtesy of VTR convention. Gloria "Queenie" Capetto reminded all in attendance to make reservations for the ISOA Big Bash in January. Tim "Toolman" Buja discussed the recent alternator symposium which he conducted at Chez Toofus in November.

Following the discussion of events past, Jack "Spuds" Billimack outlined some of the things on the docket for the immediate future. Among other things, Jack mentioned a differential

clinic scheduled for Mike & Diane Mueller's on February 18, a transmission clinic on March 25 at Pyle's and the annual tuneup clinic, also at Pyle's on April 29th.

The annual Chilefest will take place at stately Rust Manor in Rockford on March 18, and the "Sympathy for the Devil" breakfast run ["Take your TR6 on Route 66"] is planned for June 3rd. Doug "Wires" Larson has already mapped out an itinerary that promises to equal the hugely successful fall foliage tour to Triumph, Illinois, last October.

Other events still in the preliminary stage include a picnic this summer at the Triumph Quarterhorse Ranch in Hampshire where it is rumored that the Spinal Tappets may make a surprise appearance. Stay tuned for further developments on this late-breaking story.

According to our bylaws, [admit it, you didn't know we had bylaws, did you] the December meeting must include an election of club board members. In addition to the incumbents, the 2006 version will include Kim "Wacker Drive" Jensen and Mark "Guzzler" Moore. As for the rest of the entourage, like Pete Townsend sang, "...Meet the new boss, same as the old boss..." The officers will be selected at the January board meeting and announced at the general meeting.

Following the break, Chis Smit received the only Boomer nomination courtesy of Big Mama for letting Al Christopher take apart a motor. To indicate what a slow month it was for Peter M. Roberts nominations, your humble and obedient scribe received that award just for keeping Dave "Stumpy Joe" Kayson company on a road trip to Ohio to pick up a TR6.

The meeting wrapped up about 9:30. With apologies for any errors or omissions, your humble and obedient scribe.

*Suds*



### 2006 ISOA BOARD OF DIRECTORS

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Thanks to alert reader and ISOA Chief Historian Bob Erikson for this most interesting information.

AMERICA'S MOST WANTED  
CLASSIC CARS  
THE TOP 10 MOST DESIRED IN  
AMERICA.  
Published 2/21/2004

Well, we've done it again! Here is by popular demand, the top ten list of the most desired classic cars in America as compiled by us over the past twelve months. There are definitely some changes afoot - some cars that were previously on our list have now dropped off as their prices begin to take them out of the reach of most mortals - Take a look at the complete list plus our tips for cars that will most likely make the list next year!

The foreign car buyers were not so aggressive in 2003. There were certain cars that shone but for the most part (owing I'm sure to the poor international exchange rates for most of the year) no great surprises. Here's the list.

1) 1964-1973 Jaguar XKE

The Jaguar XKE continued to shoot up in price with a few top notch series 1 examples fetching 6 figures!!! This meant a lot of ratty cars found their way to market as many traders saw a chance for a quick buck. Still the public (for the most part) aren't stupid and won't pay over the top money for a poor example - that being said prices were up across the board and although it is still the series 1 roadster that is most desired, series II and III examples have been making more at auction also. (See www.Hi-Bid.com)

2) 1964-1967 Austin Healey 3000 BJ8

You know I must admit that I was shocked when Healeys started to fetch more money than an e-Type, it just didn't seem right somehow, I mean it is a lovely car and all, but

is it really on a par with the incredible XKE? Clearly folks (in America at least) believe it is because just when I thought they had reached top money - the prices continued on rising with several cars selling in the \$55 - 65,000 range and one example fetching over \$90,000 last year in Monterey!

3) 1963-1971 Mercedes 230SL & 280SL

The 'Pagoda roof' cars may have finally begun to have come of age. The 190 SL have been enjoying a revitalized market but last year we found quite a bit of interest not only in the 280SL but also the 230SL. This is most certainly market driven as 280's have been creeping up in value for some time, it is forcing folks to take a second look at the (near identical) 230 and 250SL models as the prices seem to make a LOT more sense.

4) 1965-1975 Porsche 911

Last time we created the 'Most Wanted' list we could see that there was a swell of buyers on the look out for early 911's and 912's. Well in 2003 that demand continued to grow. The 356 is now over \$30,000 so early 911 and 12's are a very attractive option - but be warned they are getting hard to find.

5) 1954-1974 VW Beetle

You know people thought we were nuts when we reported last year that there was a real movement afoot buying up old VW beetles, 21 window vans and campers, but guess what they are still highly sought after. 2003 saw some record prices set for VW's like beetles selling routinely for \$20-\$25,000 and a 21-window that sold for nearly \$50,000!

6) 1950-1957 Jaguar XK120-140

Jaguar XK120-140's continue to do well, the roadsters are probably in the most demand but DHC and even FHC have changed hands for big bucks.

7) 1969-1974 Triumph TR6

If you are into British sports cars this is definitely one car you should consider grabbing before it gets out of reach. I have a sneaky suspicion that this will go the way of the AH BJ8 in time. Triumphs TR6 really has it all, it's fast, it looks good and it's cheap to keep.

8) 1956-1962 MG A

Many MG A's found new homes in 2003. There seems to be interest in all years from the early 1500's the last of the MK II. Be careful if this is your cup of tea. There are loads out there that have been poorly restored. Panel alignment and fit is EVERYTHING on one of these. Check CAREFULLY before you buy (See www.AutomobileInspections.com)

9) 1954-1963 Triumph TR2 & TR3

Faster than the MG A and (in my opinion) more stylish. With the cut away doors and big two liter motor, you'll leave every MG you see in the dust. Early TR's are beautifully made, and a joy to drive.

10) 1950-1955 MG TD & TF

The TD and (to a lesser degree) the TF is still a popular choice among 'Sunday Drivers', with such a great club and national parts network they really give you everything you can want for in the vintage car department.

SHOE



## Classifieds & General Information

*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.*

**Wanted:** Spitfire 1300 motor, small bearing/journal preferred. Condition not critical as long as there are no holes which were not in original design. Ernie Husmann ph. 262/375-3362; email ehussmann@sbcglobal.net [11/05]

**For Sale:** Engine Stand. \$35.00 Larry Nolan ph. 847/328-1861 [12/05]

**Wanted:** Spitfire sid1871@sbcglobal.net [1/06]

**Wanted:** D-Type Overdrive transmission [not the overdrive, just the trans] brackets, gearshift knob, & wiring for 1973 GT6. Chris Smit 773/777-9363 [1/06]

### Vintage Triumph Register National Convention

By Bob Streepy  
Photography by the author

This year's Vintage Triumph Register National Convention featured a pair of cars: the TR3, marking its golden anniversary, and the Triumph Stag, celebrating its 35th birthday. The event was hosted by the Illinois Sports Owners Association and was held at the Clock Tower Resort and Hotel in Rockford, Ill., July 26-30. More than 350 enthusiasts and 209 cars came from 33 states, Canada and the United Kingdom.

Among the more uncommon automobiles on hand were a 1931 Standard-Avon Special, a Swallow Doretti and a Herald. On the more populous side of things were 28 Spitfires, 34 Stags and a whopping 42 TR6s. The cars enjoyed a glorious weekend, save for a shower on day one that forced a rescheduling of the funkhana.

The rain did nothing to spoil a welcome reception on the first evening. Convention Chair Ann Buja introduced special guest Tony Beadle, editor of *Triumph World*. Beadle spoke briefly before introducing the host club's house band—the Spinal Tappets—performing a triumphant debut/farewell performance. The band consisted entirely of ISOA members and played and sang an assortment of rock and roll much better than they had a right to. Crowd favorites included original hits like "Smoke from the Dashboard" and "Losing My Transmission."

The following day, an unusual funkhana was run through a simulated Midwest cornfield, complete with an outhouse and a cow-milking stop. A fun run, an auction, a trip to nearby

Rockford Speedway for a NASCAR race and an autocross were also on the schedule; Marty Sukey's TR6 grabbed fastest time of the day in the latter, but he was not allowed to compete in the NASCAR event.

After a productive VTR business meeting, the convention ended with a reunion/farewell performance of the Spinal Tappets. The 2006 VTR convention will be held July 19-23 in Irving, Texas; more information is available at [www.vtr2006.com](http://www.vtr2006.com).



*Subscribers to Classic Motorsports found the article above on page 130 of the January issue describing VTR 2005. Subscribers to Triumph World will also find a very positive article by Editor Tony Beadle of his time with us at VTR on pp 60-2 of the December/January issue. That issue also includes photos of various ISOA cars, including, but limited to, Pat Lobdell's TR4 on the autocross course, Dennis Delap's TR3 racer, Joe Felix's TR4, Jake & Donna Jaquet's TR3B, Bill & Sheri Pyle's 2000, Keith Gill's TR3. We're everywhere!!*



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

Dave Lushin on 01/04  
Jordon Varichak on 01/05  
Jeff Rust on 01/08  
Kathy Pawlak on 01/11  
Mike Konopka on 01/18

#### MEMBERSHIP COUNTS:

# of memberships is 143  
# of members is 208



*Thanks to alert reader and Associate Greater Rockford Area Archivist, Jeff Lathrop for these great old graphics that he graciously shared with Snic Braaapp. We hope to include more classic ads on this page in future editions. Ed.*

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ONLINE ROSTER ACCESS INFO

JANUARY 2006



*THE REAR VIEW MIRROR - KEN & ARLENE KENDZY'S 1967 TR4A IN THE CLOCK TOWER PARKING LOT VTR 2005  
KEN KENDZY PHOTO*

**Snic**  
c/o Bob Streepy  
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