



SNIC BRAAAP

March 2006

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“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

Diff Clinic 2006

DO THESE SHIMS MAKE MY REAR END LOOK TOO BIG?

text & graphics by Bob Streepy



some time ago because the price was right. When the rear end, which was not rebuilt when I restored the car about ten years ago, in Casper [not the world’s nicest TR3, just the most expensive], began to drip, I decided to subject the standby diff to a rebuild in order to swap the two out at the same time when I eventually install my overdrive transmission.

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On Saturday, February 18th, the coldest day of the year to date, nearly 20 ISOAers assembled at the home [actually the garage] of Mike and Diane Mueller’s in Wood Dale, either because it was too cold to do anything else, or because they were really, really interested in Triumph differentials, to participate in the first ISOA tech session of the year. [Another likelihood is that they knew what a fantastic cook Diane is.] This workshop focused on the rebuilding of Triumph rear ends and those in attendance witnessed two solid axle TR3s [Streepy’s & Pyle’s], a Stag [Buja’s] and a Spitfire [Kim Casper’s] IRS diff receive the collective know-how of ISOA chief proctologist Joe “Stagmeister” Pawlak, and his team of assistants.

One of the TR3 diffs belonged to your humble and obedient scribe who had bought it at a swap meet

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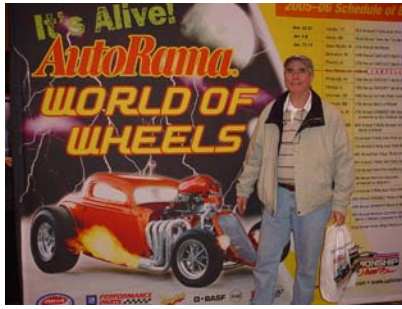
Classifieds

Lots More!



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WORLD OF WHEELS
BY BOB "SUDDS" STREEPY



“Whaddya doin’ Saturday?” The voice on the other end of the line was that of none other than my street rodder buddy, Vinnie “the Ratchet” who apparently called in sick the day they covered basic phone etiquette in charm school. Now, I had nothing particular in mind for that particular day mind you, other than the usual 8-10 hours day working on Snic Braaapp and serving as a pallbearer for my recently deceased aunt, and experience has taught me that when Vinnie calls me, it usually can mean nothing good will be coming way.

“Depends on what you have in mind,” I said, ever so cautiously.

“We’re takin’ the train to World of Wheels” and we need a 4th for cards on the way down. Bring some cash and be on the 8:05 outa Bartlett. We’ll be in the front car. And make sure your damn cell phone is charged in case I gotta call somebody.” Click

Such a sensitive invitation to participate in an all day guy’s bonding activity from none other than the Ratchet himself nearly brought some moisture to my eyes. Besides, I had a blank page to fill in the newsletter, and I figured maybe someone from our myriad of readers might actually give a rodent’s rectum about a mid winter car show, even though the presence of any Triumphs was unlikely, unless they were turbo-charged and nitrous-injected. [Come to think of it, I think I did see Bob Steele there] For

the uninitiated, the World of Wheels is the Pebble Beach of street rods, without the white pants and straw hats. It is held at McCormick Place East and has some of the nation’s most elite street rods, choppers, customs, etc. on exhibit, along with various and sundry purveyors of snake oil waxes, miracle products of all sorts which are designed to separate the gearhead from his currency. In fact, some years ago, ISOA actually made a pilgrimage to this event to beat the wintertime blues.

I met Vinnie and a couple of his hot rod buddies on the train Saturday morning and we played some cards and shot the breeze on the way to Union Station. From there we took a cab to McCormick Place. Admission to the



show is not an inexpensive, but one of Vinnie’s buddies, also a mechanic and street rodder had some two dollar off coupons, bringing the tariff down to a mere \$13.00 a head. The price seemed steep until I laid eyes on the most beautiful piece of rolling artwork I have ever seen. It was Chip Foose’s latest masterpiece; a [former] 1936 Ford convertible coupe that he has transformed into a piece of rolling artwork. Now I have heard of stories in which the faithful collapsed into uncontrollable sobbing at the sight of the Michelangelo’s Pieta. Such was the case here, but with more powder coating. Vinnie and his buddies reverently removed their hats and genuflected at

the alter on which it was displayed, as we all spoke in hushed tones about the incredible detail to which the builder had gone in order to create this masterpiece. After paying homage to this magnum opus, the rest of the show was all down hill, even though there were at least a dozen or so vehicles displayed that were indescribably magnificent, they all paled in comparison to Foose’s tour de force.

We strolled around for a couple hours and drooled over the show rods, customs, bikes, etc as Vinnie continued a running commentary on the virtues of street rods vs. LBCs. Unlike the Detroit Auto Show I attended the previous month and described in January, this one makes no pretense of being high class. [Ed Note: If you ever wondered what strippers do during the daylight hours, put your mind to rest; apparently they hand out brochures at the World of Wheels, much to the apparent delight of the audience. Personally I was shocked and outraged at such disgusting behavior, but in the interest of fair and honest journalism, when in Rome. . .]. We probably spent four or five hours wandering around before calling it a day. [I did pause for a moment in silent tribute to Auntie Foo Foo at about the time I estimated her service to be concluding.]

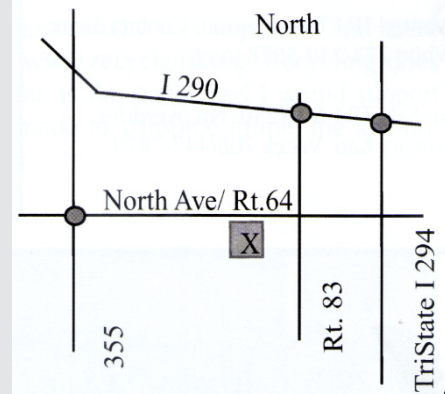
Our cab ride back to Union Station was reminiscent of the “Operation Galena Storm” some years back when we took the Stage Coach Trail, mostly on two wheels. The driver completely shattered any of my generalizations about Far Easterners driving cautiously, as evidenced by the Vaseline coating on his fenders, apparently allowing him to slide his aged Crown Vic through openings barely large enough for a Berkely. Such a harrowing experience left the four of us in need of a change of skivvies and a trip to the attitude adjustment shop before boarding our train back to the western suburbs. All things considered, it turned out to be an relatively enjoyable day.

Suds

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
Mar.	5	Sun.	7:00 PM	General Membership Meeting [Board 4:30]
	18	Sat.		2006 ISOA ChiliFest, - Rust's, 6236 Cotswold, Rockford ph. 815/874-5236
	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]
	20-3			V.T.R. South Central Regional Convention, Jenks, OK. - ph. 918/455-8993 http://members.cox.net/gctok/sc-regionals.html ;
	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]
	26-8			Champaign British Car Show - ph. Richard Brown 309-662-3020 Email: altmgb2@yahoo.com
June	3rd	Sat.		Route 66 "Friend of 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
	18	Sun.		25th British Car Field Day, Sussex, WI - ph. 262-521-1072 Email: johnstockinger@earthlink.net,
July	2nd	Sun.	7:00 PM	General Membership Meeting [Board 4:30]
	19-23			VTR Convention, Irving, Texas - ph. 214/675-9311
Aug.	6th	Sun.	7:00 PM	General Membership Meeting [Board 4:30]
	11th	Fri.		White Trash III, Sycamore Speedway

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, if at all. 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. Common side effects from reading SNIC BRAAAPP may include constipation, headache, nausea, vomiting, anxiety, insomnia, sleepiness or delirious tremors. SNIC BRAAAPP is most effective when mixed with copious quantities of alcohol.

Bob Streepy, 850 Kent Circle Bartlett, IL 60103 e-mail: trstreep@sbcglobal.net



It never fails to amaze me as to the diversity of the members in this club. The range of diversity begins with our “work” lives and the wide assortment of professions we have. We then carry diver-

sity into our “leisure” lives and the hobbies and activities we enjoy and participate in. The most mind boggling of all is how all of this leisure and work diversity intersects with our common love of driving and socializing with our Triumph automobiles. The socialization isn’t just the parties we have fun at, camping, driving to all parts of this country, shows, cookouts and all that stuff. It also includes our tech clinics where we simply get down and dirty to keep our cars on the road so that

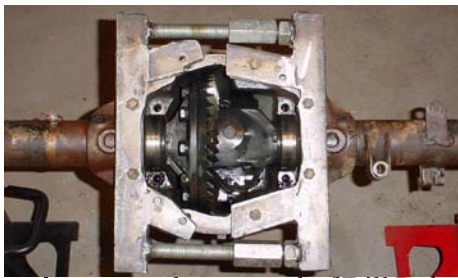
we can keep our common love on the road so we can do all that stuff together. I think we may start to put a few paragraphs together about what people do when they aren’t working on their Triumphs. I know what some of you do and I think we should share this with each other. I know some of these things will amaze you as well.

I have a personal request for the ISOA collective for a new member who really isn’t that new as most of you already know her and her 76 Spitfire. Sandy Denninger (formerly Pawlak) is the Farmhouse Museum Curator in Elk Grove Village. She is putting together a 50’s vintage exhibit and is asking if any of her ISOA friends may have some items (yes you will get them back). She can be contacted at 847/690-1440 or sdenninger@parks.elkgrove.org. She is looking for a record player, first aid kit (tin box), iron and ironing board, simple children’s toys/games, small toy chest, telephone, kitchen cabinet, cookbooks.

Bob has put together an article

on the most recent tech clinic but I wanted to thank all of you who attended from the bottom of my heart for a good time. For me, the last 6 months (unfortunately more to come) there has been an unbearable amount of stress in my life. Work responsibilities have obliterated any down time that could be squeezed out of one’s existence. I have missed several family and other personal activities that I really wanted to attend but couldn’t. My lovely bride while hugely supportive, extremely patient and doing her best to alleviate the tension knew that I needed a good Triumphant shot in the arm and pushed me out of the house to make sure I made it. Waking up at 6 am on a Saturday morning when she could have slept in. Despite being totally exhausted by the end of the day on that frigidly cold Saturday in Mike’s garage, I still felt good being around friends and not being stressed by life’s crippling responsibilities. Maybe stressed about people dismantling differentials when told not to, but that’s another story.

Continued from page 1



As per the counsel of Bill Pyle, I had bought pinion bearings, front and rear, and axle bearings along with the suggested seals prior to the clinic. A few days before the before the tech session, I took the diff to Mike’s and he and I [mostly Mike] removed the backing plates, outer and inner axle bearings, the axles and seals. We then used the ISOA spreader to remove the crown and pinion gears. Then pulled we the old seals and bearings and cleaned up the differential case

in preparation for powder coating the rear axle assembly prior to reinstalling the new bearings and seals.



Stagmeister had prepared some differential equations, along with some diff drawings to inform and entertain as he explained the intricacies of making sure that the exact width of shims was present in order to make sure that the pre-load end float, and lots of other technical stuff was just right. In the case of my diff, the planetary gears had too much slop and Joe rectified the problem by inserting the proper thickness of shims to get the play just right. We installed new pinion bearings and seals and also new carrier bearings. [One word of note, it is probably not a good idea to disassemble a diff without taking all of the necessary measurements first.] We also measured

and remeasured the side to side and fore and aft play until everything was better than the day the car left Coventry.

Diane served a delicious lunch and we finished the TR3 diffs in the early afternoon before Joe moved on to the Stag and Spitfire. By late afternoon, just about everything was done. Bill Pyle also had a rear hub from the girly car TR3 that was hesitant to come loose, despite copious amounts of heat from Mueller’s flame wrench. Finally, after applying more heat and the pressure from Mike’s hydraulic press, the hub eventually lifted and separated. As is the case in all of the ISOA tech sessions, it was a most informative and pleasant way to spend a Saturday. The camaraderie, not to mention the wealth of information provided, made for a great way to beat the cold.



A LITTLE BS FROM BS

League softball team, even though I was

Curmudgeon, longtime Sox fan, has graciously shared with us here at SNIC BRAAAPP Towers an application to become an authorized supporter of the Pale Hose, and we feel obliged to share it with our myriad of readers [all three of you] this month in this venerated publication.

At first, I must confess that I was a little “put off” at this document, because I felt that Irv might have been making sport of my affinity for the National League nine hailing from Clark and Addison, but the more I thought about it, the more I think that encouraging Cub fans, at least some of them, to “root root root for the White Sox” might actually be a good thing. After all, the Cubs have had masses of fans for some years now and what the hell good has it done them? By getting some of these neuvoux Cub “fans” to switch their allegiance to the south siders, it might become easier for some of us who have ceased and desisted ever attending Cub games to actually, you know, go to ball park once in awhile. Also, by getting rid of many of the “newer” Cub fans and shipping them off to the South Side, it might be possible for us old geezers to in fact watch a game at Wrigley without having some over served Yuppies screaming at each other over their cell phones – while they are sitting in the same freakin’ section!!

Besides, if the gate receipts, along with a million or so fans, head south, maybe management might try to put together a winner. Yeah- the more I think about, the more I like the idea of later-day Cub fans abandoning the baby bruins and jumping onto the Sox bandwagon. That would be the true Cub fan’s ultimate revenge for any Sox fans delighting in our misery. Batter Up! Let’s play three today! Get on Board the Sox Express
Sox Woo! Sox Woo! -

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only twelve, [not because I was any good but because they were really bad]. In the years that followed, I wore the jerseys of the Phi Sigma Epsilon Cardinals, the Parkwood Streakers, the Apollo Lounge, and probably a few more teams that I have forgotten. All shared one thing in common with my beloved Cubs. They tried hard but never had the talent or luck to win.

Subsequently, I coached little league and Babe Ruth teams and spent more time in the bleachers watching my firstborn play through high school and American Legion than I care to remember

I still recollect the minutiae of seeing my first ever big league game at County Stadium when the Milwaukee Braves hosted Brooklyn Dodgers with far greater lucidity than I can remember what I had for dinner yesterday. I can recite the starting lineup of the '69 Cubs with better readiness than I can the birthdays of my grandchildren.

The images of Don Young, Leon Durham, and Steve Bartman continue to snatch me from the arms of Morpheus with greater frequency than the recurring nightmare about having to take my undergraduate Geology final in order to graduate. Yeah, you could say I'm a fan of baseball in general and the Cubs in particular.

This coming baseball season will be especially exhilarating here in the Windy City, since our fair town is now home to the current world champion Chicago White Sox. Our resident ISOA

NEWS AND VIEW FROM THE BUSTED KNUCKLE GARAGE

Pauxatauny Phil may have glimpsed his silhouette six weeks ago and the grasp of old man winter might finally be slipping. Robins may have been observed in Chicagoland back yards, and the turkey buzzards are winging their way to Hinckley, Ohio as we write; nevertheless, the first sign of spring for us here at SNIC BRAAAPP Towers is the reporting of pitchers and catcher to training camp in Arizona or Florida. Baseball- America’s pastime: What could possibly proclaim, “Top-Down Weather is coming!!” louder than the resonance of horsehide on hickory?

I still remember licking S & H Green Stamps and pasting them into the four and half books it took for me to redeem my Denkert catcher’s mitt in 1952. Who can ever forget playing “right field out” in a vacant lot until the inevitable brawl broke out? I still vividly recall playing on the Winnebago Street Methodist entry in the Rockford Men’s Church





Special Snic Barf Thanks to Irv "Elwood" Korey, snoozeletter editor emeritus and long-time [vs Johnny come lately (if at all) Sox Fan[atic] for the following application. With the reporting of pitchers and catchers this month, this might be a good time to officially change your allegiance. The enrollment period expires April 31st.

CUBS TO WHITE SOX FAN
CONVERSION FORM

Thank you for your interest in becoming a Chicago White Sox Fan. Due to an unprecedented volume of requests, we are currently processing only fan conversion registrations for Chicago Cubs Fans. Conversion requests from other teams will be accepted once all Cubs bandwagoners have been processed. We expect this to take a number of weeks based on our current backlog of requests.

Please take a few moments to fill out the conversion form below. This will help us get to know you better and prescribe any required counseling to assist you in your recovery from your previous fan experience.

Please print:

Name: _____
Address: _____
City, State, Zip: _____

1. Please indicate the last time you watched the Chicago Cubs win the pennant:

- () 1945 (please leave this form at your nursing home front desk)
() Have never witnessed this event

2. Please indicate your favorite moments in Cubs history:

- () Carmen Fanzone trumpeting the National Anthem
() Lou Brock traded to the St. Louis Cardinals for Ernie Broglio in 1964
() The College of Coaches in the early 1960's.
() Lee Smith grooving a fastball to Steve Garvey in Game 4 of the 1984 NLCS
() Brant Brown dropping a fly ball in 1998, which forced a 1 game playoff with the Giants
() Grounder goes between Leon Durham's legs during Game 5 of the 1984 NLCS
() Fan Steve Bartman interfering with a foul ball during Game 6 of the 2003 NLCS
() Blowing up the "Bartman Ball"

- () (should have been Alex Gonzalez' mitt)
() Leo Durocher's AWOL visit to his sons' military school during the 1969 pennant chase
() A black cat running in front of Ron Santo during a critical 1969 series at Shea Stadium
() Future Hall of Famer Greg Maddux is not tendered an offer and signs with the Atlanta Braves
() The Atlanta Braves, featuring Maddux, sweep Cubs out of the 1989 playoffs
() Don Young dropping a fly ball in 1969
() Cubs do not tender Mark Grace, who signs with Arizona Diamondbacks and wins a World Series
() Manager Lee Elia's profanity filled tirade at the beginning of the 1983 season.
() Sammy Sosa suspended for using a corked bat, marked with a C, during the 2003 season
() Cubs blow an 8 game August lead and finish 8 games behind the 1969 Mets
() Cubs RP Dickie Noles drinks 24 Schlitz in the clubhouse, attacks Cincinnati police post game
() Michael Jordan's 6th inning RBI double against the Cubs, April 7th, 1994.

3. Reasons you believe the Cubs have not won a World Series since 1908: (check all that apply)

- () The curse of the billy goat
() Lack of good managing
() The curse of the billy goat
() Lack of good pitching
() The curse of the billy goat
() Lack of good hitting
() The curse of the billy goat
() Lack of good defense
() The curse of the billy goat
() Poor umpiring
() The curse of the billy goat

4. Have you experienced any of the following after a Cubs loss?

- () Headache
() Uncontrolled anger
() Heartache
() Holes punched in inanimate objects (doors, walls, etc.)

- () Nausea
() Broken television sets
() Depression
() Altercations (verbal or physical) with White Sox fans

5. Is October your least favorite time of the year? Yes () No

6. Are you tired of saying, "Wait 'til next year."? Yes () No

- 7. Are you ready to admit that:
() Harold Baines was better than Keith Moreland
() John Garland is better than Matt Karchner
() Ozzie Guillen was better than Shawon Dunston...and his "o-meter"
() Ozzie Guillen is better than Dusty Baker
() The next cub century will be no better than the last
() The ivy on the outfield walls serves no purpose other than housing annoying pests

Once you have completed this form, please forward it to The Cell. Then you must burn all of your remaining Cubs clothing, memorabilia and associated team reminders. After reviewing your request, a neighboring White Sox fan will contact you with notification of your acceptance or rejection (most likely rejection).

I hereby renounce the Chicago Cubs for all eternity on this the ___ day of _____, 20__.

(Signed) _____

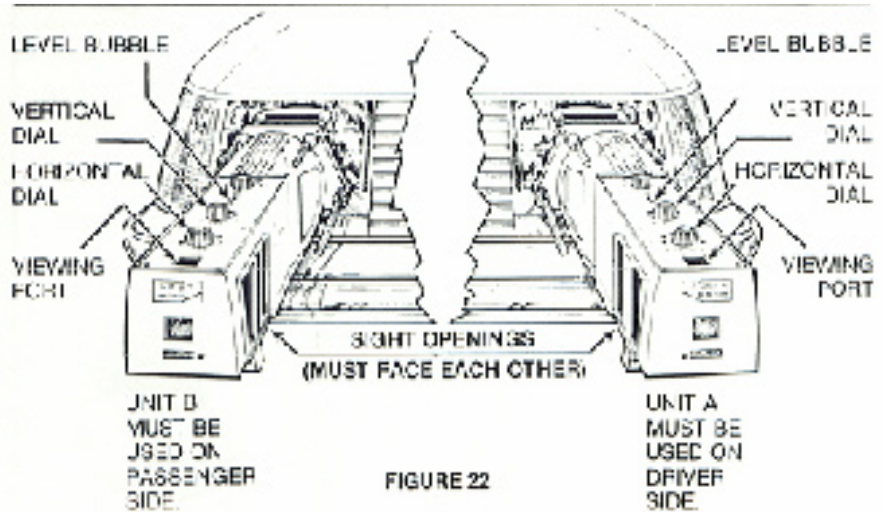
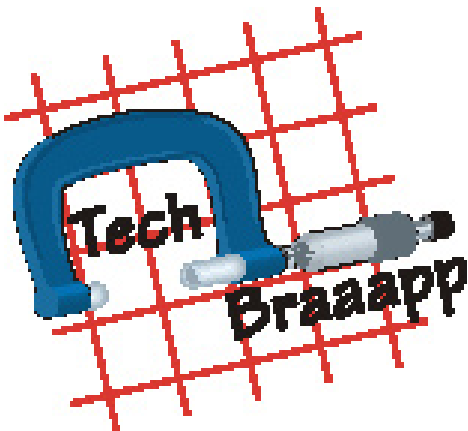
(Witnessed) () Approved

() Declined _____

(Jerry Reinsdorf)

ADJUST YOUR HEADLIGHTS

BY JAY HOLEKAMP



On several occasions over the past forty years, I've aimed the

headlights on my 1964 Triumph TR4 by plotting a grid of lines on my garage door, waiting until dark, turning on the headlights, covering one light with a card, and trying to figure out how the light pattern related to the marks on the door. Although there is a detailed procedure for this method of headlight alignment in the factory shop manual, I never really thought I'd accomplished much. The other method in the shop manual uses a Lucas Beamsetter that I don't have.

All this changed on a recent winter afternoon. Frank Cartwright (1969 TR6) brought his Headlight Aimer Kit (made by Hopkins Manufacturing Corp, Emporia, Kansas) to my garage. Packed in a fitted case the size of a medium suitcase, this professional user device consists of two 'aimers' and a wide assortment of attachments to adapt to different headlight types. The two seven inch round headlights on my

TR4 were easily accommodated.

The first task was to calibrate the instrument to take into account the slope of my garage floor. After the floor slope calibration was done, the headlight trim rings were removed to expose the horizontal and vertical adjusting screws, and the two 'aimers' were attached to the sealed beam lamps with the built-in vacuum cups and vacuum pumps. Once both calibrated 'aimers' are attached on the head lamps, first the horizontal (side to side) aim is set by turning the horizontal adjusting screw at the side of the headlamp, until the split image lines in the 'aimer' viewing port come together on each 'aimer'. The internal optics and mirrors of the 'aimers' create the split image. Turning the vertical adjusting screw at the top of the headlamp until the bubbles on the 'aimers' are centered sets the vertical (up and down) aim. To eliminate "backlash" the final adjustment is made by last turning the adjuster screws clockwise. After snapping the trim rims on, the job was done and the headlamps presumably were aimed correctly.

Harder to put into words than to do, this procedure was

quickly accomplished on my TR4. The adjusting movement was significant and I'm looking forward to driving my TR4 at night to see how the headlight aim looks going down the road. I think it will be a lot better.

Frank has very generously donated the headlight aiming kit to the ISOA tool collection so the headlight aiming equipment will be available for use at the Tune-Up Clinic to be held on April 29th at Pyle's, 320 Linden Street, Itasca. If anyone wants to use the headlight aiming kit before then, contact me. I'll arrange to pass it along and show how it's used.

Jay Holkamp, January 2006



BUILDING A POWDER COATING OVEN

BY MIKE TOOFUS MUELLER,
AS TOLD TO BOB STREEPY
PHOTOS BY THE AUTHOR

Sudsogram
by "Git 'er Done" Graphics

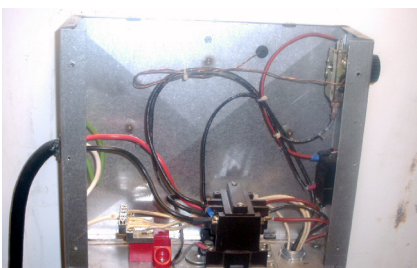
Like many of you, I have been always been awed with the quality of the powder-coated finishes that I have seen applied to car parts since this process first

become available to the home hobbyist. I even purchased a Harbor Freight powder coating system awhile back, but until now, I haven't had an occasion actually try it out. My most recent Triumph acquisition changed all that and I decided to take the plunge and immerse myself into world of powder coating for fun, and maybe even, profit.



Electrical heating elements, wiring and fire brick at bottom of oven

My first challenge was to create a suitably sized cabinet for baking the treated parts to 400°. An ordinary electric stove might be suitable for smaller parts, but I wanted to be able to treat wheels and other relatively large parts, so I decided to fabricate a cabinet of sufficient competence to accommodate larger parts. Since I already had an old refrigerator that was about the size I had in mind, I persuaded my son to help me drag it up the steps from the basement of my summer cabin



and load it on the back of my truck to bring back to my garage. My plan was to gut the old fridge, and install some heating elements that would give me enough heat to "git 'er done!" The finished product would measure 50"H x 20"D x 25" W.

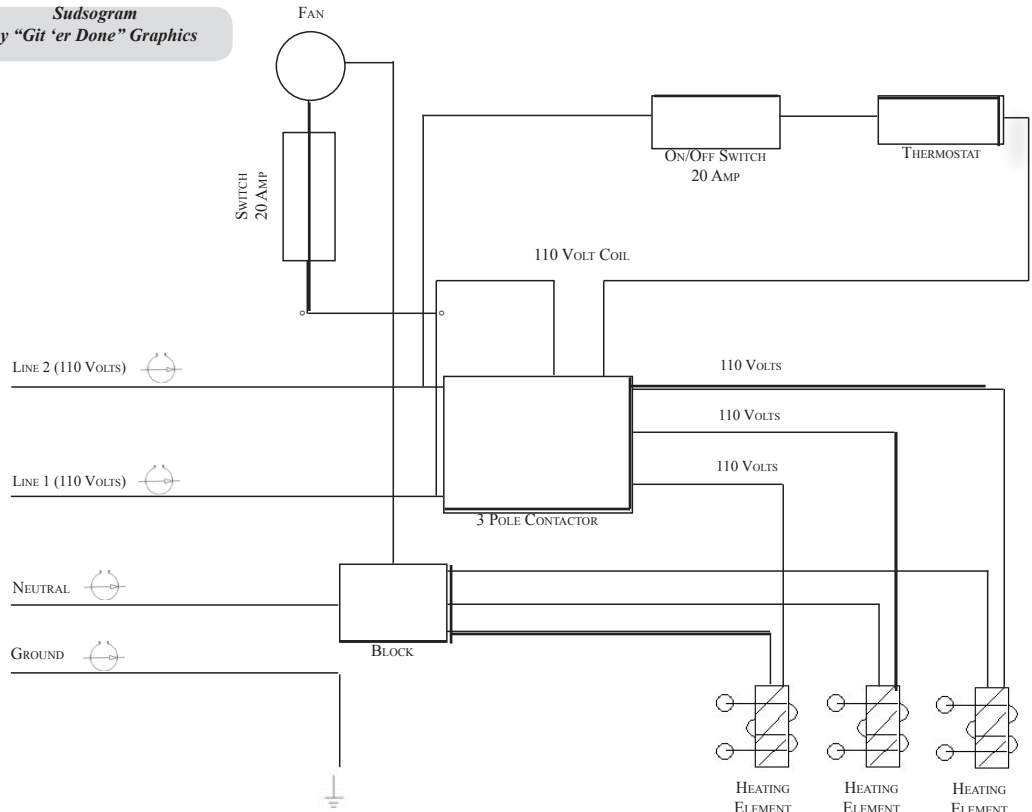
I pulled the "innerds" out of the old Norge, and put in 18 gauge sheet metal walls filled with 4" of insulation and framed it with metal studs. Then I installed three heating elements originally designed to provide heat for a pizza oven, [courtesy of Phil Fox] which operated off of 110-v household current. Next I ran 220-v outlet into a 3-pole contactor to control heating elements. I also installed a circulating air fan to evenly distribute the heat, and a main power switch. I welded the two-piece door into one solid unit and replaced the hinges running entire length of door, along with a safety latch. When I activated the current, I was able to bring the temperature up to 400 degrees in about 15 minutes.

Mymaiden run was on a couple of old jack stands. I sandblasted the old

paint from the stands and used fine a sanding disk to remove any rust pockmarks, then I used lacquer thinner for the final prep. I hung the stands off metal studs already installed ceiling of my garage to provide a negative electrical charge to stands.

To powder coat, I followed the instructions provided with the kit and used 8-10 lbs air pressure at the nozzle with 1/2" -1" of powder in the fill cup. I attached a negative electrical charge clip on metal studs to conduct the electricity that creates the adhesion and sprayed in a small circular pattern. I tried to be careful not to put on too much powder. Then I carefully hung the jack stands in the preheated oven left them to bake 20-25 minutes. Viola! No runs, no drips, no errors, no mess!! Take my word for it - this is the only way to go.

If you'd like more info, call me or come to the diff clinic and I'll show you my setup. If you only have a few parts that you need treated, let me know, I'm sure we can work something out.



In Snic Braapp's never ending quest to bring you, our beloved readership, all the Triumph-related news that's fit to print, and even more than isn't, your editors sent raving correspondent Dave "Stumpy" Joe" Kayson to Arizona to cover the Barrett-Jackson collector Car Auction in order to report back to us on the going rate for Triumphs. For any IRS agents among our readers, all of Dave's expenses were work-related and therefore completely deductible, as evidenced by this most excellent account of his trip.



DREAM WEAVER

TEXT & GRAPHICS BY

DAVE "STUMPY JOE" KAYSON

I have had a dream that someday I'd be able to take off work in mid January and attend the Barrett-Jackson auction. That dream came true came due to a retirement gift. Jan and I left for Scottsdale, Arizona on January 16, Martin Luther King Jr. Day, to fulfill the dream.

Allow me to explain. We have friends who offered us their condo for a week in Scottsdale. As luck would have it, the property was only a 5-minute drive from Barrett-Jackson's tent. As Speed-Channel viewers already know, the auction takes place during the third week in January. I checked the Internet for Triumphs listed this year and I found 3: a '74 TR6, a '76



TR6, and a motorcycle. One of the 6's listed was #23 on Tuesday, the first day of the auction.

The auction started at about 2:20. The morning was devoted to selling automobilia. It cost \$350 to be a bidder, but only \$20 to watch. Each car got 3-4 minutes on the block before the gavel dropped. It was a seamless process, with no delay between cars. Tuesday saw 109 cars change hands, with no unlucky #13.

Spectators could preview all the cars in tents on the grounds, which by the way covered about 50 acres of desert. We saw the TR6 before it went on the block. It was a '74, pimento red with black interior. It was advertised as "jewel of a British collection." Well I put on my jeweler's glass and examined the car. Long story short, Streepy's TR6 is far nicer.

The owner was an asshole. When I asked if I could see under the hood, he replied, "Are you a bidder?"



I inquisitively looked at Jan; she rolled her eyes and answered, "Dream on Dave!"



"No but I'm a Triumph guy," I sputtered. I guess I should have said, "I'm Stumpy Joe from Spinal Tappets," as celebrities are drawn to the auction. Anyway the engine compartment was clean.



We watched a mini Cooper



sell for \$15,000, and a '53 MGTD for \$18,500. Then the TR6 rolled on the block. There was a jumbo-tron screen on each side of the stage that had a photo of the car and displayed the current bid in US dollars, Canadian, and Euros. The TR6 sold for \$21,500.



For any of you planning to sell a car, I talked to a guy pedaling a '69 Jaguar XKE coupe. He said there was an initial \$600 fee and you had to send photos of your car to Barrett-Jackson. The auction house then decides if your car is worthy, [not exactly the same procedure we used at the VTR auction last summer]. 5000 cars were turned away this year. After the hammer falls, the buyer and seller each pay an 8% fee. So, for example, the seller of that TR6 had \$2320 in fees. The buyer's fees totaled, \$2070; in other words, the '74 TR6 sold for \$19,180 but the buyer paid, \$23,570. In effect, Barrett-Jackson was the real winner, pocketing \$4390 for 3 minute's work. No wonder e-Bay auctions are so popular. Also all Barrett-Jackson auctions are "No Reserve," meaning that even if you're not satisfied with the selling price, you have to sell it anyway.

At 5:00 SPEED channel started the live broadcast for the

evening. A '67 Jaguar Mark II sold for \$40,000. Both a '65 VW single cab pick up and a '53 Bentley sold for \$43,000. An interesting comment from one bidder was, "A VW pick up sells for the same amount as a Bentley. That ain't right. There is no God!"



Scottsdale is a great place to visit, especially in January. We received a call from a neighbor that Chicago had 8" of snow while we were enjoying temperatures in the 60s. Jan was a real trooper at the auction and didn't complain about spending hours looking at cars. But, to make sure this trip would not be 'all about Dave,' we took side trips to the Grand Canyon, Sedona, and Frank Lloyd Wright's Taliesin West. Tie in some shopping, dinner with old friends, and like Metallica sang you're, "off to never-never land."

Saturday was the dream day for the big boys to bid. General



admission went from \$20 to \$50. Jan and I were at the auction for 9 hours. Celebrities in attendance included:

Barrett-Jackson Auction

Carroll Shelby, Edsel Ford, Richard Earl (Harley Earl's relative), Goldberg, Chip Foose (Overhaulin'), Boyd Coddington (American Hot Rod), and Sammy Hagar. Sammy's '67 Shelby GT500 sold for \$260,000, but it included a case of tequila in the trunk. Sammy said, "It's never been beaten and I'll meet the new owner out back to crack open a bottle." That could have been a dream or a nightmare, depending on perspective.



The only British iron excluding, Jaguars and Shelby's, was a '67 Healy 3000 Mark III BJ8 which sold early in the day for \$132,500. The big money went to almost any Hemi-Cuda (and there were a lot); #003 Corvette (\$1,000,000), a '54 Pontiac Bonneville concept car (\$2,800,000) and the 'big mama' was a 1950 GM Futureliner Parade of Progress tour bus for \$4,100,000.



Winging back on the "Big Ol' Jet airliner" Monday evening, I found myself like a daydream believer wondering what one of my 250's would bring? Like MLK's memorable speech, retirement has allowed me to chant, "Thank God, I'm free at last."

Stumpy Joe



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847/825-8581
kakendzy@sbcglobalnet

WHAT NOT TO DO
BY JIM "SCREAMER" ALDRIDGE



I'm not a bad mechanic. I just sometimes don't follow ALL the directions. With some things, like recipes, it's a good idea to follow through to the end. As for L.B.C.s

well, let me tell you.

I have a 1973 albaTRoss6 that I've been trying to make operational since 1994. Yes, 1994. I came very close to having it removed about five years ago, when I was going through a period of extremely clear thinking. Thank goodness I lost my senses again. So, after slowly repairing or replacing one thing after another, the list of which would require a **LOT** of paper, I arrived at the hydraulics. Clutch hydraulics are reasonably simple [although the plastic hose is weird]. So now we arrive at the subject of this narrative: the brakes.

The lines and front and rear assemblies were straightforward and easily repaired to proper working order. So all that remained left was the master cylinder.

It was a stormy evening, and I was working in the garage like Dr. Frankenstein on his Monster. Now every publication I have read says to disassemble and reassemble said cylinder in a box, or some suitable containment area. Whoa. These dudes are amateurs. I've done lots of M.C. rebuilds. Boxes? I don't need no stinkin' boxes! However, I've never done a **BRITISH** master cylinder. Ah, there's the rub. But, hey, what could be so hard?

One Hour Later

When I launched the piston assembly out of the bore the **FIRST** time, it went over my left shoulder, clipped my ear lobe, and landed under the albaTRoss6 body. Somewhere. I fished

around with a magnet for the metal parts, found them after a few minutes, and literally felt the entire floor with my hands searching for the nylon stuff. Fifteen minutes later, I was back in business.

The trajectory during the **SECOND** launch attained a much higher apogee than the previous flight. It ended at the wall in a corner of my garage which can best be described as "Never-Never Land". There isn't much light, there is a lot of dust and dirt, Along with an entire drivetrain from a Nissan 200SX. This could take longer than before. So I popped a beer, took a swig, and proceeded to tear that corner apart. Well, I found the piston and the nylon valve, but it took an hour this time. I started to rethink the box idea. I **STARTED**. Didn't finish.

The third flight was a doozy! After having twice propelled this piston over my shoulder, it seemed simple enough: turn the damned thing around, so the muzzle of this hydraulic cannon faces the back of the workbench, which is against the wall. The wall with the window in it - The **OPEN** window.

I have no idea how far it flew, having never calculated the muzzle velocity. The previous flights **HAD** been contained by a **BOX** (the garage). Keep in mind , it was dark, it was raining, and I just fired a very expensive bullet **OUT THE WINDOW!** I didn't know if I should laugh or cry. So I drank some more beer and laughed, and cried, and peed.

End of story? No, I found the metal parts with the aid of an industrial strength magnet and some dumb luck. I also found 50 lbs of misfired nails from the construction of the garage in 1988. I never did find the nylon valve that sits at the end of the piston. But I learned something. If everybody else follows the directions, maybe that is why they are **DRIVING** theirs, and I'm staring at mine sitting in a corner while I try to find a parts source.

Screamer



For use it in the car.”

The past twenty some odd years, I have reluctantly admitted to, and often times made fun of the fact, that I, too, had an 8-track tape player mounted in a car. Heck, in some circles, I'll even relay the story of completing my state of the art electronics collection with the purchase of a Sony 8-track recorder.

Moving to Illinois in the early nineties, it was also time to blast full-speed into the future by purchasing a complete new stereo system. This time I made sure to buy a top of the line cassette recorder. (Did you know they no longer sell cassettes?) Shortly after that, I upgraded to CD with top of the line Pioneer 6-CD changer units for the house and a matching unit for the TR6.

Today coworker Shawn, walks into my office with his new IPOD. It's about the size of a box of Chiclets (Please tell me they still make Chiclets) with a 60GB hard drive! That's bigger than the hard drive on my computer at home! Hell that's bigger than the hard drive on my computer at work!

I examine it and notice "s" small plug inlet on one end. With a critical tone I ask, "So, you have to plug earphones into this thing just to listen to it?" (Being deaf in one ear, this immediately defeats by fifty percent the functionality of that little attachment.)

He says "No, I mostly just use it in the car." In an futile attempt to impress him with my limited knowledge of current electronic wizardry, which I only recently learned from step-son David, I say, "Oh you have one of those things that plug into the cassette player....(I can sense his confusion and see it on his face)... with the wire that plugs into" I stop.

Shawn explains he has an attachment about the size of three Chiclets (Not the box mind you, but three Chiclets) that clips onto the top. He sets his car radio to FM 85.5 and listens to the IPOD through the car stereo.

I pretty much stop listening after that, as my mind starts to scan the "State of the Art" Pioneer six CD changer I have painstakingly installed in my TR6 in what surely seems like only a couple of years ago. I cruise over the myriad of wires, fuses, controller box, and also the head unit mounted behind the passenger seat, which interestingly enough, is about the same size as the computer sitting underneath my desk. Behind the drivers seat is the pile of cassettes each holding 6 CDs and encased in it's own protective plastic case. I then focus in on the "wired" remote between the seats that at one time was the pride of the cockpit and then back down to the IPOD in my hand.

It is at that point I realize I own the "8-track Player of the new millennium," again.



Stalker



**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



Dear Editor,

I have recently completed a frame-off, concours restoration of my Triumph TR6. The finished product is absolutely breathtaking to look at, if I do say so myself, and, although I have done everything exactly stock with only a few minor performance upgrades of my own design, it still turns in low 11s at the drag strip and gets over 40 miles to the gallon. I would like to share my experiences with the many readers of your publication. To that end, I have written a memoir about my restoration. I call it "A Bunch of Tiny Pieces" in reference to the extra coffee can full of extra bits I have now that I am finished. What advice can you offer me in order to get my memoir published?

James Frey, Schaumburg



Dear Wordsmith,

When it comes to getting published, there is no substitute for exposure. We suggest you try to get on a television talk show, possibly one in which the host encourages viewers to read a particular book. If you can manage to convince the host that your book is especially interesting and well written, with no embellishments, you should have no trouble attracting a sizeable fan base and your future in literature will be assured, as well as a place in literary history provided, of course, that all of your facts check out.

Dear Editor,

Last year, I was honored to be selected as a judge at the ISOA chili cook-off. I had just joined the club and this was my first ISOA social event. The original judge had called in sick at the last moment and I happened to be standing at the judge's table asking for directions to the Coors Light cooler, when the call came in. I was assured by the other two judges (Long-time ISOAers) that the chili wouldn't be all that spicy and, besides, they told me I could have free beer during the tasting, so I accepted. Here are my notes from the event in case any new members plan to attend this year.

Maestro's Monster Chili

- Judge # 1 -- A little too heavy on the tomato. Amusing kick.
- Judge #2 -- Nice, smooth tomato flavor.

Very mild.

•Judge # 3 -- Holy shit, what the hell is this stuff? You could remove dried paint from your driveway. Took me two beers to put the flames out. I hope that's the worst one. These ISOA people are crazy

Yacker's Afterburner Chile

- Judge #1 -- Smoky, with a hint of pork. Slight jalapeno tang.
- Judge #2 -- Exciting BBQ flavor, needs more peppers to be taken seriously.
- Judge #3 -- Keep this out of the reach of children. I'm not sure what I'm supposed to taste besides pain. I had to wave off two people who wanted to give me the Heimlich maneuver! They had to rush in more beer when they saw the look on my face.

Big Mama's Burn Down the Garage Chili...

- Judge #1 -- Excellent firehouse chili. Great kick.
- Judge #2 -- A bit salty, good use of peppers.
- Judge #3 -- Call the EPA. I've located a uranium spill. My nose feels like I have been snorting Drano. Everyone knows the routine by now. Get me more beer before I ignite. Hostess pounded me on the back, now my backbone is in the front part of my chest. I'm getting shit-faced from all of the beer.

Guzzler's Black Magic...

- Judge # 1 -- Black bean chili with almost no spice. Disappointing.
- Judge #2 -- Hint of lime in the black beans. Good side dish for fish other mild foods, not much of a chili.
- Judge #3 -- I felt something scraping across my tongue, but was unable to taste it. Is it possible to burn out taste buds? Karen, the hostess, was standing behind me with fresh refills. The 300-LB woman in the corner is starting to look HOT...just like this nuclear waste I'm eating! Is chili an aphrodisiac?

Stalker's Legal Lip Remover...

- Judge #1 -- Meaty, strong chili. Cayenne peppers freshly ground, adding considerable kick. Very impressive.
- Judge #2 -- Chili using shredded beef, could use more tomato. Must admit the cayenne peppers make a strong statement.
- Judge #3 -- My ears are ringing, sweat is pouring off my forehead and I can no longer focus my eyes. I farted and four people behind me needed paramedics. The contest

seemed offended when I told her that her chili had given me brain damage. Karen saved my tongue from bleeding by pouring beer directly on it from the pitcher. I wonder if I'm burning my lips off. It really pisses me off that the other judges asked me to stop screaming. Screw those gearheads, I'm going to back to the MG Club

Vinnie's Very Vegetarian Variety...

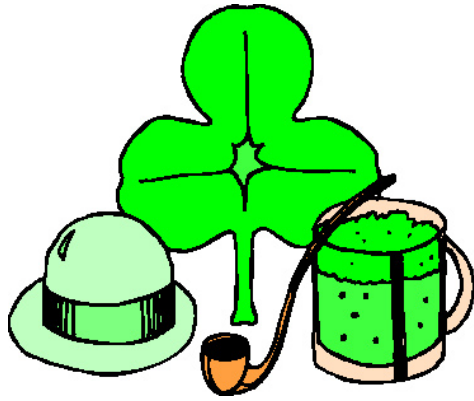
- Judge #1 -- Thin yet bold vegetarian variety chili. Good balance of spices and peppers.
- Judge #2 -- The best yet. Aggressive use of peppers, onions, and garlic. Superb.
- Judge #3 -- My intestines are now a straight pipe filled with gaseous, sulfuric flames. I shit on myself when I farted and I'm worried it will eat through the chair. No one seems inclined to stand behind me. Can't feel my lips anymore. I need to wipe my ass with a snow cone.

Stagmeister's Screaming Sensation Chili...

- Judge #1 -- A mediocre chili with too much reliance on canned peppers.
- Judge #2 -- Ho hum, tastes as if the chef literally threw in a can of chili peppers at the last moment. [I should take note that I am worried about Judge # 3. He appears to be in a bit of distress as he is cursing uncontrollably.]
- Judge #3 -- You could put a grenade in my mouth, pull the pin, and I wouldn't feel a thing. I've lost sight in one eye, and the world sounds like it is made of rushing water. My shirt is covered with chili, which slid unnoticed out of my mouth. My pants are full of lava to match my shirt. At least during the autopsy, they'll know what killed me. I've decided to stop breathing it's too painful. Screw it, I'm not getting any oxygen anyway. If I need air, I'll just suck it in through the 4-inch hole in my stomach.

Toofus' Toenail Curling Chili..

- Judge # 1 -- The perfect ending, this is a nice blend chili. Not too bold but spicy enough to declare its existence.
- Judge #2 -- This final entry is a good, balanced chili. Neither mild nor hot. Sorry to see that most of it was lost when Judge #3 farted, passed out, fell over and pulled the chili pot down on top of himself. Not sure if he's going to make it. Poor feller, wonder how he'd have reacted to really hot chili?
- Judge #3 - No Report



ISOA PRESENTS
IT'S EASY BEING GREEN
ST. PATRICK'S DAY CHILIBRATION

WHERE: The Rust's TR emporium
6236 Cotswold Lane
(named for some place in England)
Cherry Valley, IL 61016
ph. 815-874-5236

WHEN: Saturday March 18th,
2006
3:00pm-9:00pm

WHAT TO BRING: Chili and/or
a special treat which might
compliment the world's best Chil-
ies.

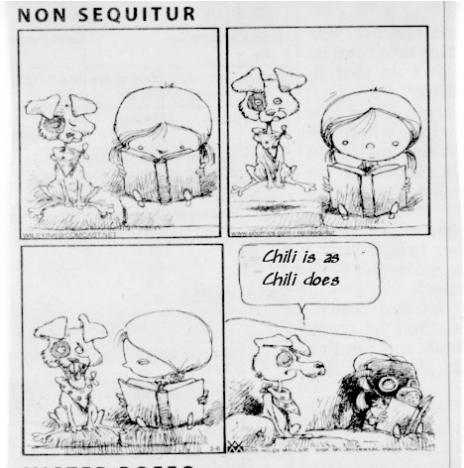
WHAT TO WEAR: Green. Kelly
Green, Mountain Green,
Mountain Dew Green. Just anything
green. All leprechauns welcome.

WHAT WILL HAPPEN: Best Chil-
ifest ever. Awards for Best

Chili, Best Display; Best Costume.

This years ISOA Chilifest will honor our neighbors to the north... Ireland. True to form and punctual as always only one day late with an all green Chilibration of St. Patrick's Day. You know how every year you wake up the day after St. Patrick's Day with a wardrobe full of new greenwear only to stow it away (or throw it away) for twelve more months until you can wear it again? Well not this year. After all the St. Patrick's Day festivities are done keep 'em out for the ISOA "It's Easy to be Green" Chilifest because St. Patrick's Day is being extended a few hours.

We again challenge the creative genius of the ISOA community on so many levels with an encore presentation of Chicago's best Chilies. In the past we have had quite a variety of Chili from Venison to Vegetarian,



Buffalo to Burn-your-Butt. This year let's do it again. If you have never tried a chili of your own or you just don't like what you have seen in the past, this is your chance to show the world (at least the ISOA World) what you're made of. Group Chilies are welcomed and encouraged. Individual Chilies are encouraged.

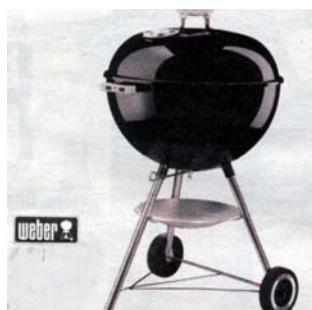
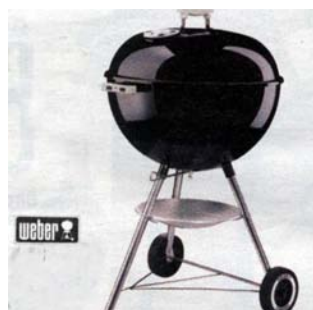
Individuals with Chili are encouraged. Groups with..well you get the idea.

If you are lost for a recipe Google offers up 3,280,000 hits for "Chili". If you're looking for encouragement give us a call. Not sure what to wear? ..Green. Just think green.

This year there is a time limit so that our members from far away can plan. I'm also working on green beer and I've been all over Rockford looking for those Rockettes that were all the craze at Christmas.

Stalker

Jeff has assured Snic Braaapp that he will have his famous triple Weber combustion system fully operative in time for the Chilifest



We received more graphics from the 2006 ISOA Big Bash than we could include in our February issue of Snic Braaapp. Here, thanks to Bill Jensen and Jack Billimack are some additional photos.





Even though at the time of this writing there is snow coming down, its never too early to start making plans for the first official* ISOA driving event of the year 2006. Back by popular demand, Doug "Wires" Larson has prepared an itinerary guaranteed to rival the famous fall foliage "Triumphs to Triumph" Breakfast Run. The spring version will take place on Saturday, June 3rd and wind along famous Illinois Rte 66. Codenamed the "Sympathy for the Devil Tour" the featured marque will be TR6 and will include a stop at the Route 66 museum in Pontiac. Marque your calendar now for this first breakfast run. We predict that you will ". . .get your kicks on Route 66 in a TR6"



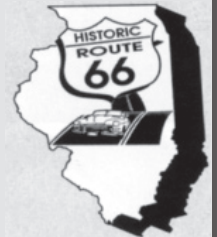
Route 66

Originally by Bobby Troupe
with ISOA updates from Bob Streepy

Well if you ever plan to motor southwest
Just take Doug's way, that's the highway that's the best
Drive your Six on Route 66

We'll it winds from the city to Pontiac.
More than 200 miles there and back
Drive your Six on Route 66

We'll go from Elwood down to Braid-
wood
Joliet City will look oh so pretty
We'll see Wilmington and Godley,
Gardner; Shorewood and don't forget
Braceville, Cayuga, and Chenoa



Won't you get hip to this kindly tip
Come on and take this ISOA trip
Drive your Six on Route 66

Well Larson has the route and there can be no doubt
If you take this trip
You'll get your kicks on Route 66

Visit the Route 66 Hall of Fame and Museum in Pontiac!

110 W. Howard Street
Follow Route 66 to
Route 116 (Howard Street)
815-844-5657 or 815-844-6937



Monday thru Friday 11:00 a.m. - 3:00 p.m.
Saturday 10:00 a.m. - 4:00 p.m.
Sunday by appointment

See the Team
PR ILSUM
Solar Car
Route 66 State
Farm Arch



Artifacts of Hall
of Fame Members
Travel the
highway by
visiting Route 66
towns on our
flip-rack library

Plus much more !

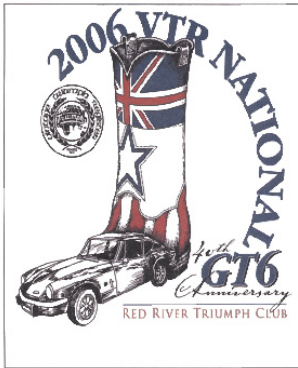


Route 66 items may be brought in for donation or loan on Saturdays
from 10:00 am. to 12:00 noon.





2006 VTR NATIONAL CONVENTION



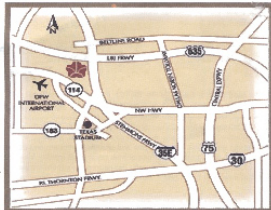
2006 Vintage Triumph Register National Convention

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 40th 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
(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 Contact
	1:00 p.m. - 4:00 p.m.	Driving Rallye
	4:30 p.m. - 9:30 p.m.	Welcome Reception/Duff
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
Friday, July 21	2:00 p.m. - 5:00 p.m.	Funkana
	7:00 p.m. - 10:00 p.m.	Texas-Style Barbecue/Auction
	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
Saturday, July 22	1:30 p.m.	Tech Session #1
	3:00 p.m.	VTR Membership Meeting
	5:00 p.m.	Panoramic Photo
	7:00 a.m.	Judged Breakfast/Training
Sunday, July 23	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

Please indicate the event(s) 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

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 _____

Vehicle(s) - Year(s) Model(s) and Commission Number(s) _____

Signature (Driver A) _____ Date _____

Mail Check (payable to BRTO) and signed form to: VTR 2006, 242m Thompson P.O. Box 2545 Keller, TX 76244 (214)973-9311

Proof of car insurance is required to participate in driving events. Check VTR rules and Triumph driving Concours and Participant's Choice car shows are required to participate in at least one driving event. Tech and safety inspections are required in order to participate in the Autocross. 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 so solemnly the organizers, supporting sponsors, the Red River Triumph Club and Vintage Triumph Register, collectively and separately 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 enter my registration on blacked for my guests usage to reduce, discontinue and/or cancel behavior. I have read, understood and agree to this release.

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



Triumph Register of America

◀ Back

TRA 2006

The Triumph Register Of America National Committee Is Pleased To Present the 32nd Annual Gathering of the Faithful:

TRA National Meeting 2006

Burr Oak State Park, Ohio 14-18 June 2006
"drive, intimate, family, rustic, fun, drive"



2006 VTR South Central Regional Convention

Hosted by Green Country Triumph Club
April 20-22, 2006, Jenks, Oklahoma
Thurs.Sat.-April 20-22:

Funkana, Welcome Party, Autocross, Rallye, Concours/Participants, Choice Car Show, Rallye, Banquet
Best Western Aquarium Inn & Suites, 150 Aquarium Drive
Jenks, OK 74037, (918) 296-7300
Mention "Green Country Triumphs" for special rates:
Contact: Sam Clark TRDoctor@aol.com
13415 S 127th E Ave., (918) 455-8993
Broken Arrow, OK 74011, or gctok@cox.net

For additional information -
<http://www.greencountrytriumphs.com>



Welcome to the Champagne British Car Festival Web Site

The 15th Annual Champagne British Car Festival



15th Annual Champagne British Car Festival

Let your journey begin with a "Return to Camelot" and to Windswept Manor.

Friday, May 26, 2006

Enjoy a murder-mystery in Olde England as guests of the Lord and Lady of the Manor during a Renaissance court when court jesters, puppeteers, musicians, and traveling actors entertained royalty. You will dine on a meal representative of the Renaissance era. Reservations are required. To heighten your experience, come dressed in the period of the Round table.

End the day Saturday in the village for an evening of "spirits" and jocularity.

The multi-passenger wagon (bus) awaits as your transportation as you crawl to various pubs across the village.

Sunday, May 28, 2006

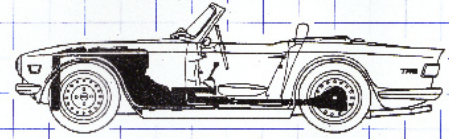
For all who are not weary from the night's activities, join us at the break of Dawn as we venture out for a cruise and a breakfast feast.

Upon our return, see the royal display of steeds (cars) battling on the Mighty Henneman Field.



http://www.wvbscc.org/cbct/ (1 of 2)2/6/2006 11:03:01 AM

6-PACK™



VOLUME XIV, ISSUE 4, P. 11 TRM

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



BRITISH CAR FESTIVAL

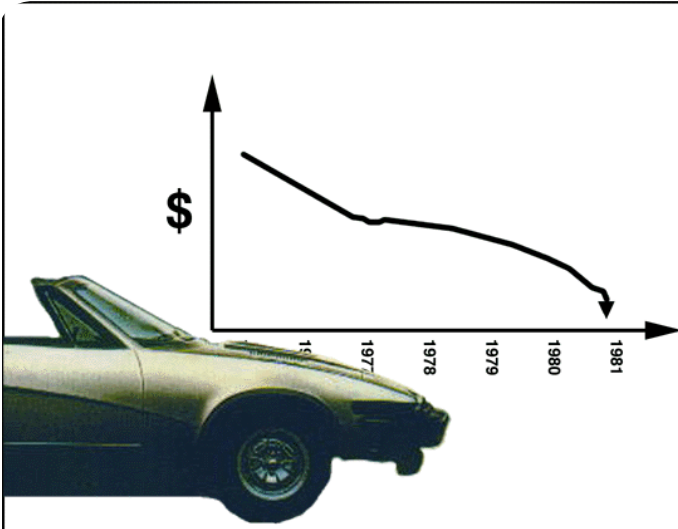
Save the Date:- Sept. 10, 2006

British Car Union

P.O. Box 928

Downers Grove, IL 60515

Visit our website: www.britishcarunion.com



1975 - British Leyland correctly prophecizes "The Shape of Things to Come"...

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

Wanted

Everybody who's interested in sporty GT cars seems to be hot red on by our Datsun 240-Z with its 2.4 liter, overhead cam engine, safety front disc brakes and fully independent suspension. Everybody is surprised, too, at the low suggested price. Especially when you consider what's included - tinted glass, radial tires, reclining bucket seats and AM/FM radio, for instance.

But then it really shouldn't be any big surprise that a car with that combination of assets and appeals should make it big out there in the marketplace.

After all, when you're talking about a car that's sexy, powerful, economical, agile and impressive as our Z-car, there's only one way to describe it: Wanted. Drive a Datsun... then decide.



DATSUN

FROM NISSAN WITH PRIDE

Above*: Triumph marketing campaign to promote the TR7/8 design and the coincidentally similar shaped sales figure chart. Right: the REAL shape of things to come.

* Reprinted with permission from Trevor Boicey

In our unbounded attempts to keep our legions of beloved readers informed on all things Triumphant, the staff at SNIC BRAAAP Towers has decided to introduce a new feature. Welcome to the SNIC BRAAAP Oscar previews. We have not actually "seen" any of the films that are up for awards this years, but we did Google them, and here are our predictions based on literally minutes of scholarly research.

BEST PICTURE - BROKEBRAKE MOUNTAIN



The compelling account of two ISOA members on their way to the VTR nationals in Colorado in 1990. Following a near death experience after his brake master cylinder has failed while he making the mountain descent into Boulder, he confides his true feelings about his roommate on the caravan. Starring Brad Cohn and Irv Korey.

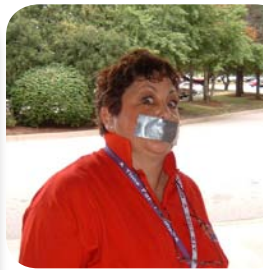
BEST ACTOR - JACK BILLIMACK
PINOCCHIO'S TRIUMPH



The tragic film of a middle aged car enthusiast who doesn't always tell his spouse about all of his car related expenditures and the eventual psychosomatic effect on his proboscis.

BEST ACTRESS - GLORIA CAPETTO
GOOD NIGHT AND GOOD LUCK

The fact based tale of a trusting wife terrorized at her husband's refusal to release his emergency brake and his failed attempt



to keep her from telling the truth of their nightmare.

BEST SUPPORTING ACTOR - JERRY HURST
THE INCREDIBLE JOURNEY



The tender chronicle of a dog that gets separated from his master and his odyssey from Galena to Joliet.

LIFETIME ACHIEVEMENT FOR CINEMATOGRAPHY
BILLY PYLE *THE WIZARD OF OOZE*



ORIGINAL SONG- SMOKE ON THE DASHBOARD
LYRICS BY BOB STREEPY

The tearful ballad of Tim "Yacker" Smith's attempt to drive to Red Wing Minnesota in 2002. Sensitivey sung by Jim "Screamer" Aldridge of the Spinal Tappets.

DOCUMENTARY FEATURE -MARK FISHER,
SMELL THE GLOVEBOX



SMELL THE GLOVEBOX

The shocking tale of the formation, riase, and ultimate demise of a heavy metal band and

its not so gradual descent into the morass of drugs, sex and rock and roll

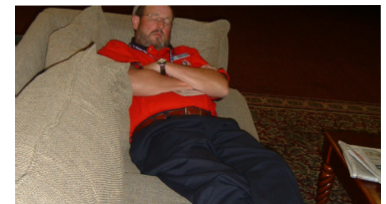
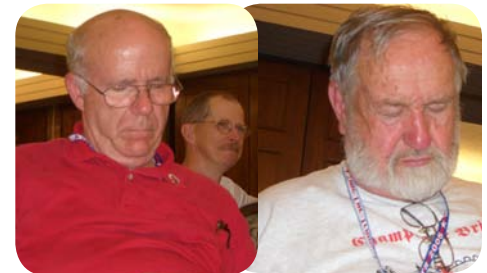
DOCUMENTARY SHORT SUBJECT
SHERI PYLE-IN KEN AND ME



The true account of an obsessed American Triumph enthusiast's pursuit of the famous Works Director and her attempt to get his autograph, even though it means compromising her already low standards

SHORT COMEDY

COMATOSE AT THE CONVENTION
STARRING AL "MOE" CHRISTOPHER, TIM "CURLEY" SMITH AND LARRY "LARRY: NOLAN



Madcap comedy in which the boys get jobs as mattress testers at VTR and the hilarious high jinks that follow. Lots of Nyuks

LIVE ACTION *THE GUZZLER
STARRING MARK MOORE

Slasher flick in which a soon to be deceased* feline unsuccessfully attempts to come between the fearsome Guzzler and his last bottle of Newcastle Brown Ale



*two of the cats lives were actually lost in filming.



FEBRUARY ISOA MEETING NOTES, [In Case You Missed It]

Mack's Golden Pheasant spread it wings, so to speak, to more than 60 ISOA members, to observe the birthday of our beloved 16th president, Lincoln, not Pawlak, on Sunday February 12th. Joe "Stagmeister" Pawlak



Maestro (Left) and Screamer (right) performing unpugged at February meeting

got the meeting under way at precisely 7:13 [7:00 official ISOA time]. In attendance for the first, and hopefully not the last time, was Bruce Bodenstein of Schaumburg who has a 1973 Spitfire. The meeting started with a regalia report from club quartermaster Kim "Lower Wacker" Jensen, ably assisted by her assistant Mr. Bill. Mike "Toofus" Mueller spoke about the upcoming differential clinic scheduled for his place on Feb. 18th. Fourteen members signed up to attend to watch three different kinds of rear ends get rebuilt. Kim Jensen, filling in for the absent Jack Billmack discussed other events planned for the near future, including the ChiliFest at Rust's in March, the transmission clinic at Pyle's in March, and the Tune-up clinic in April, also at Pyles.

The first British car show of the season will be the Campaign show over Memorial Day weekend. We also heard about the scheduled "Sympathy for the Devil" Breakfast Tour along Route 66 in June. Mark Moore then spoke about a tentative tour to Auburn, Indiana in July to visit the Dusenber Museum and to attend one of the Kruse auctions. More details will follow if sufficient interest exits. Bob "Burnout" Steele invited member to stay at his condo in Florida to watch the races at Sebring in March. While on the subject of race-related activities, Irv "Elwood" Korey spoke about some dates that the MG club have established for autocrossing this year.

Mike Mueller described the

creation of a powder coating oven and the straightening of a rear inner fender on his project TR6. Following a brief break,

an ISOA first took place when Jim "Screamer" Aldridge performed a new release from his acoustic solo album, "I got them old LBC Blues", demonstrating a softer side to the former frontman for the Spinal Tappets. The rendition left no dry eyes in the house. After Jim sang, the raffle took place and was won by Jack Gleason who now has some additional sockets with which to change calipers.

Tim Buja mentioned that he was looking for a TR7/8 headlight switch, Al Christopher said that he needed a TR2 axle and Chris Smits said that he was looking to buy a black TR6 hood stick. Jim Aldridge asked for recommendations for the correct fluid for an A-Type overdrive.

As always, the highlight of the festivities occurred when the nominations for the coveted Boomer and Peter M. Roberts awards took place. Peter M. Roberts nominations went to Jim Aldridge for his solo performance at the meeting and to Mike Mueller for welding some fender brackets for Phil Fox. The vote was extremely close and an executive decision to allow a tie was made by Joe. Mike and Jim got to split a beer. The Boomer nominations were made to your humble and obedient scribe for not bringing memory card for his camera to the Big Bash, to Al Christopher for installing some bearings in a steering box backwards and to Mr. Bill Jensen for calling Barb Billmack at 5:00AM on a Saturday to get Jack's cell phone number, even thought Kim already had the number. Needless to say, the bent rim is now in Joliet.

The meeting broke up around 9:00. With apologies for any errors or omissions, your humble and obedient scribe.

Suds

CRUISE YOUR LITTLE BRITISH CARS

BY KIM "LOWER WACKER" JENSEN



As faithful supporters of the Triumph marque, we are excited about sharing our love of these automobiles with others! And what better way to get other car enthusiasts to notice them than at a local "cruise-in". So you say, "I'll be wedged in between those muscle cars!" (i.e. Mustangs, Corvettes & the like) Not so! Just be sure to get some other ISOA-ers to join you and you can take up a part of the block!

A case in point is our Plainfield Main Street Cruise night held every Tuesday evening (weather permitting) from early June through the end of August. Jerry & Sandy Hurst in their TR6 get there first and stake our spot on Lockport Street – the main drag if you will. Joe Felix & his fiancé Rosanne Grabenstetter follow in their TR4; Bill & I are not far behind in the Spitfire. Doug & Debbie Larson follow in their TR6. We "spread out" (as much as we can), then pull the parking brakes and push the LBCs back & forth as needed to make room for the new arrivals! Try to see a '57 Chevy do that! We've even been known to let a MG or two park with us – a sort of British invasion!

We have met so many nice people and been able to promote the car and ISOA! In fact, Joe bought a 1974 French Blue Spitfire from a Plainfield resident who brought it to the cruise and is in the process of fixing it up a bit for Rosanne!

So as the summer months approach and we want to promote our car & club, don't be put off by the American muscle or foreign Tuner cars...proudly cruise your Triumph! You'll be sure to have some fun (and it's great people watching, too!)

Lower Wacker

Very Important notice to all of Fundamentalist Islamic readers. The cartoons that appeared in SNIC BRAAAPP in 1988 that might have been interpreted as making light of the Prophet were inserted by then editors, Jake and Elwood Manteno, neither of whom have been seen in years and are believed to be living in Denmark. [It is rumored that they are in the Interpol "Editor's Protection Plan."] The current staff at SNIC BRAAAPP in no way endorses or supports any base attempt at humor at your expense. Please don't send any hijacked airliners at Snic Braaapp Towers. ED.

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. [A little something for the effort never hurts - 15% is good, 20% is better.] 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 sid1871@sbcglobal.net [1/06]

Wanted: Long Bulge Bonnet for 1962 TR4. George Loss ph. 630/832-4273, DOCLOSS@AOL.COM [3/06]

For Sale:•New OE TRW/Lucas TR6 clutch master, never used; \$85 (firm)
 •TR6 seats, need to be redone; \$35 each
 •Spitfire MKIV 1300 motor; numbers FK8707HE; \$100
 •Used TR6 starter for \$15.

As always everything is negotiable unless noted otherwise.
 Ernie Husmann - ehusmann@sbcglobal.net ph.262/375-3362 [3/06]

March Featured Regalia Item



Very limited number of DVDs of VTR Welcome Reception still available. for only \$5.00 each . See Kim Jensen at the March meeting or call 815/729-9731

NEW MEMBER

Brent Groza
 1713 Belle Haven Dr
 Grayslake, IL 60030-7949
 H:(847) 548-8069 W-Him:(312) 925-8567
 EMAIL: bgroza@aol.com
 Birthdays 12/11
 61 TR3A

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



- Wally O'Brien on 03/02
- George Grumbos on 03/03
- Diane Rafferty on 03/03
- Monnie Boylan on 03/06
- Mary Kurtzner on 03/07
- Kim Joiner on 03/08
- Pat Neis on 03/10
- Dave Kayson on 03/12
- Noreen Dodaro on 03/13
- Wayne Seyller on 03/14
- Bob Werkema on 03/15
- Bernie Sapato on 03/17
- Alan Avery on 03/18
- Dave Kanzler on 03/19
- Hank Bogdala on 03/19
- Terry Capper on 03/20
- Jay Holekamp on 03/23
- Tom Tokarczyk on 03/23
- Mike Sedlak on 03/24
- Jack Hansen on 03/24
- Gary Freigo on 03/26
- Mel Merzon on 03/27
- Joe Pawlak on 03/27
- Bobby Zambreno Jr. on 03/28
- Thomas Cantwell on 03/28
- Pam Leas on 03/28
- Tim Smith on 03/30
- Carl Geiger on 03/30

Your ISOA membership status is indicated on page 23. Membership expiration status includes all renewal sheets received through Thursday, February 16. If your membership expiration still shows "2005", please find the yellow renewal sheet included in your January Snic-Braaapp. Make any corrections as needed and return the renewal sheet to Tim Buja by sundown on March 7, 2006. I will be updating the ISOA email distribution list based on the information on the renewal sheet. In mid-March, I will be purging email addresses from the email distribution list (currently at 105 members) for anyone who hasn't told me they want to be on the list. I've received 80 renewal sheets, with requests for 70 email addresses to be on the list and 6 to be left off the list.

Tim Buja, Membership Chair



**Last call for 2006 dues!
 Send your \$25.00 check to:**

**Sheri Pyle
 320 N. Linden St.
 Itasca, IL 60143-1840**



THE TRIUMPH Herald

The Autocar
FOUNDED 1875 LARGEST CIRCULATION 35¢

8 new plus features on the Standard 8

PLUS new-opening rear boot with 12 to 38 cu. ft. of luggage space
PLUS new frontal grille
PLUS new drapery carpet throughout
PLUS new bright interior fittings
PLUS new interior light
PLUS new luxury trim
PLUS new Standard accessories

and new Gold Star 803 c.c. Power Plus engine
for double life and better performance.

The only 8 hp. 4 door sedan available in the U.K. Twelve months guarantee

TRIUMPH

SUGGESTED RETAIL PRICE LIST

Effective from October, 1960

***1961 TRIUMPH HERALD SEDAN**
 East Coast, Gull Coast and Great Lakes P.O.E. \$1,849.00
 West Coast and Alaska P.O.E. 1,899.00
 Hawaii P.O.E. 1,999.00

****SEDAN ACCESSORIES AS ORIGINAL EQUIPMENT**
 White Wall Tires \$25.00
 Two Tone Paint 28.00
 Heater, defroster, windshield washers, twin sun visors, automatic turn indicators, folding rear seat, "wall to wall" molded carpeting, foam rubber seats and washable vinyl upholstery are standard equipment.

***1961 TRIUMPH HERALD COUPE**
 East Coast, Gull Coast & Great Lakes P.O.E. \$2,149.00
 West Coast and Alaska P.O.E. 2,199.00
 Hawaii P.O.E. 2,303.00

****COUPE ACCESSORIES AS ORIGINAL EQUIPMENT**
 White Wall Tires \$25.00
 Rear Seat 40.00
 Heater, defroster, windshield washers, twin sun visors, automatic turn indicators, "wall to wall" molded carpeting, foam rubber seats, washable vinyl upholstery and two tone paint are standard equipment.

***1961 TRIUMPH HERALD CONVERTIBLE**
 East Coast, Gull Coast & Great Lakes P.O.E. \$2,229.00
 West Coast and Alaska P.O.E. 2,279.00
 Hawaii P.O.E. 2,383.00

****CONVERTIBLE ACCESSORIES AS ORIGINAL EQUIPMENT**
 White Wall Tires \$25.00
 Tonneau Cover 30.00
 Heater, defroster, windshield washers, twin sun visors, automatic turn indicators, rear seat, "wall to wall" molded carpeting, foam rubber seats and washable vinyl upholstery are standard equipment.

The Autocar, 11 April 1961

LAYCOCK DE NORMANVILLE OVERDRIVE

... again offered as optional equipment on ...

LAYCOCK de Normanville Overdrive, Type 4...
For use on 4 door sedans

ENSIGN

LAYCOCK de Normanville Overdrive, Type 5...
For use on 4 door sedans

PENNANT

Two fine new models from STANDARD... and again the hope is given the chance to have LAYCOCK de Normanville Overdrive in the new STANDARD car. LAYCOCK Overdrive provides extra torque and extra power (torque) power-mounted change at all times; complete direct control, and engine braking under all conditions. With LAYCOCK you do a vehicle... as intended from the start! It's wise to opt for LAYCOCK Overdrive, the optional equipment that adds extra to cost.

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ISOA ON THE INTERNET

You can always get the latest news directly from the ISOA web site. <http://www.snic-braaapp.org> To subscribe to the ISOA electronic mailing, list editor@snic-braaapp.org

ONLINE ROSTER ACCESS INFO

MARCH 2006



*The Rear View Mirror - Jack "Spuds" Billimack in his 1963 Triumph Herald 1200 at VTR 2005
Stacy McReynolds Photo*

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