

# SNIC BRAAAPP



September 2006

Vol. IX Issue No. 411, \$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*

## SPEEDWAY SPECTACULAR - *WHITE TRASH NIGHT TRES*

SYCAMORE NIGHTS- A BALLAD BY RICKETY BOBBY

TEXT AND GRAPHICS\* BY BOB “SUDS” STREEPY



**O**N AN ABSOLUTELY BEAUTIFUL SUMMER EVENING, Friday, August 11th, nearly forty ISOAers, hailing anywhere from Chesterton to Rockford, accompanied by friends and family [in our case a grandson and a grand nephew] congregated at the Sycamore Speedway to participate in the annual ISOA ritual commonly known and loved as “White Trash Nite.” This marked the third official such observance and the festivities began with the cocktails, [Miller, Pabst or Bud] followed by formal dining at 6:30ish with entrées of pizza and/or popcorn served at the track bistro. The Triumphistae did their best to blend in with the track various regulars, just as we did at Ravinia a few weeks earlier, but none of us, could quite match the “Deadwood Vernacular” [if you get my drift], which is apparently derigeour among the track regulars.

The time trials started around 7:30 with an assortment of some of Detroit’s finest, in a former life, battling the clock, literally and figuratively, to jockey for position in the various trophy dashes, powder puffs, and features to follow. There were also a number of prepared cars, i.e. more than having the glass

removed, which were rehearsing for a Saturday competition of serious racecars.

*Continued on page 9*

### *INSIDE YOUR SEPTEMBER SNIC BRAAAPP*

*VTR CONVENTION REPORT*

*HEARTLAND, UNION, N. AURORA, & ORPHAN CAR SHOWS*

*CLUB CALENDAR*

*MOVIE NIGHT*

*HOW TO REPLACE YOUR U-JOINTS*

*“DESCHMUTZING” YOUR TR4 ENGINE*

*CLASSIFIEDS*

*EVENTS OF INTREST*

*LOTS OF OTHER STUFF*

*\*taken despite threats of bodily harm from the management*



TEXT BY IRV "ELWOOD" KOREY  
 GRAPHICS BY THE AUTHOR AND  
 KURTIS JONES



Has it been a year already since we hosted the VTR Convention? Apparently so, as there was just another one. Family conflicts, the story of my Triumph summer so far, left me with no time to drive down to Texas so I flew into Dallas Wednesday evening July 19th. The host hotel was a high rise,

but the place was beautiful, the rooms were great, the lobby was huge and well furnished, the a/c worked wonderfully (as opposed to our trip to Fort Worth for the 97 Convention where the a/c was almost non-existent), and the staff could not have been more pleasant. The hotel was so nice, that I would have felt bad about using their towels to clean my car. Plus, the shower had enough pressure that I didn't even consider the Iceman showerhead modification, previously

host hotel for the welcome party. The welcome party was held outdoors in



which always raises a red flag for me. It has always been my opinion that high-rise hotels are not optimum for a VTR Convention. I always prefer the type of place where the cars are in the open and are close to the rooms. Not so this year,

detailed on these very pages. But, the parking was in a parking garage. The garage was dark and retained the heat. There would be no traditional ISOA style parking lot patrol at this event.

a shady and grassy courtyard, which offered a nice respite from the Texas heat. It was probably only 98 out there. The welcome party featured a nice spread of horse dovers, and ridiculously expensive beer and mixed drinks (\$6.00 for a bottle of water, \$6.50/beer, \$8.00 for a drink). Door prizes were raffled off, but I had no raffle tickets as I had arrived after registration closed for the day. We hung out at the welcome party for a while, and called it a night.

Thursday morning, I went down to registration and found my friends Barb and Bob Kramer from Austin, Texas, also signing in. *[continued on page 6]*

I arrived too late to see the funkhana, but was just in time to have supper with the Detroit Triumph Sportscar Club contingent. Afterwards, we returned to the





# ISOA UPCOMING EVENTS

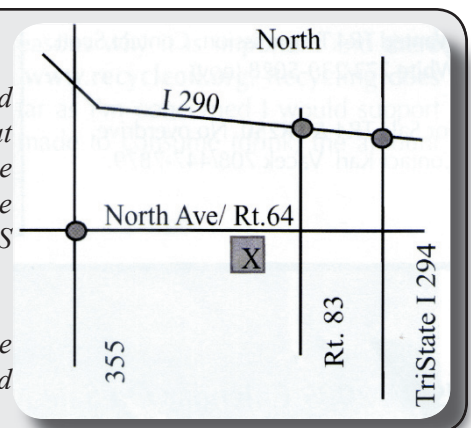
Month	Date	Day	Time	Event
Sept*	10th	Sun.		British Car Festival, Morraine Valley Community College - Palos Hts. Barbeque at Kaplon's to follow. Directions on page 22 and at the show
	24th	Sun.		Cantigny Classic Car Show Wheaton, <a href="mailto:krgill@firstdivisionmuseum.org">krgill@firstdivisionmuseum.org</a>
	24th	Sun.		Lake Geneva Classic Car Show & Poker Run, Ph: Dave Shedor 847/566-0478 for info
	28	Th.-Sat.		6 Pack TRials 2006, - Cuyahoga Falls, OH, Ph: Jeff Rust 815/874-5623 for info
Oct.	1st	Sun.		2nd Annual Orphan Show hosted by Illinois Oldsmobile Chapter 23956 HWY 53 South, <b>Elwood, IL</b> ph. 815/423-6077 for info.
	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	6-8	Fr-Su		ISOA Fall Campout at Buja's retreat near Wisconsin Rapids, WI with side trip to Rainbow Casino for the 2nd annual "Pumpkin Launch"
	14-5	Sat.-Sun.		America's British Reliability Run - Starts in Massillion, OH Blake J. Discher; Email: <a href="mailto:bdischer@blakedischer.com">bdischer@blakedischer.com</a> - Ph: 313/259-4460
	15	Sun.	9:00 AM	MG Club Autocross, Warrenville Cinema - <a href="http://www.chicagolandmgclub.com">www.chicagolandmgclub.com</a>
	15	Sun		Toys for Tots Run - <a href="http://www.volocars.com/pdfs/5thtoysfortotscruise.pdf">http://www.volocars.com/pdfs/5thtoysfortotscruise.pdf</a>
	20-22	Fr-Sun		Euro Auto Festival at BMW Zentrum I-85 between Greenville & Spartanburg SC <b>[Triumph is featured marque]</b> <a href="http://www.euroautofestival.com">www.euroautofestival.com</a>
	21	Sat.		Brake Clinic Details to follow
28	Sat		ISOA Halloween Party at Pawlak's in Hampshire	
Nov.	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	18	Sat.		Distributor Clinic Details to follow
Dec	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
Jan	1st	Mon.	10:30	Outer Drive Hero's Run-Leave from Northerly Island [Meiggs Field] Parking Lot call Bill Jensen 815/729-9731 for further info.
	7th	Sun.		ISOA General Membership Meeting [Board 4:30]
	TBA	Sat.		Big Bash

***\*No ISOA Meeting in September [Wear your name tag anyway]***

### 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.





## A LITTLE BS FROM BS NEWS AND VIEW FROM THE BUSTED KNUCKLE GARAGE



### TRIVIAL PURSUIT

I was pleasantly surprised to receive an email from VTR newsletter editor Mike Cook the other day informing me that SNIC BRAAAP had received an award from VTR for best newsletter. While the name of your humble and obedient scribe is inscribed on the plaque, it is really an accomplishment achieved by ISOA in general, rather than a by a solitary ink-stained wretch. The accolade symbolizes the cumulative effect of numerous members who have contributed unsolicited, or in some cases, solicited, articles or graphics.



Since last year's trophy presentation for this award, Jim Aldridge, Ann Buja, Jack Billimack, Mike Blonder, Kim Casper, Peter Conover, Mark Fisher, Jay Holekamp, Ernie Husmann, Kim

Jensen, Dave Kanzler, Dave Kayson, Irv Korey, Ed Krakowiak, Jeff Lathrop, Brian McCarthy, Stacy McReynolds, Mark Moore, Diane & Mike Mueller, Joe Pawlak, Jeff Rust, and Bob Steele have contributed prose, if not poetry, to this publication. In several cases, the contributors have submitted multiple articles. The list of photo contributors would be much longer, and the backlog of good Triumph related graphics I have stored on my hard drive would take a decade to include.

I have on many occasions from this forum sung the collective praises of ISOA and its members for their willingness to make sacrifices for the good of the club, and this award brings the point home again. My thanks to the above-mentioned ISOAers for making this newsletter as informative and entertaining as it is, despite the editor's attempts to the contrary.

That being said, I am frequently, [OK, maybe once or twice,] told by members

that they love the newsletter and can't wait for it to arrive, whereupon they immediately adjourn to their throne room to digest every syllable. At first I believed these people, until I inquired as to an article or bit of information from the most recent issue, whereupon, the subject was quickly changed, or the other party suddenly recalled that they had to leave because they had let the cat out and thus had to abruptly terminate the conversation. So for those of you who claim to actually read this fish wrap, sharpen your number two pencil, because here's a little quiz covering the last few issues of SNIC BRAAAP. Mail your answer sheets to: Snic Braaapp Towers, 850 Kent Circle, Bartlett, IL 60103 or email them to [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net) by Sept. 15. We will publish the winner[s] and the correct answers in the October Snic Braaapp. The highest score receives a complimentary beverage at the October meeting. Remember to keep your eyes on your own paper. Ready, begin.

1. Why did Joe Pawlak experience a drastic reduction in mileage in his Honda?
2. What was the Triumph Herald's code name?
3. Who rode with Mark Anderson to Turkey Run State Park? [Extra credit Why?]
4. What failed on Jeff Rust's TR6 on the way back from 2005 Six Pack Trials?
5. Why did Barb Billimack miss the Outer Drive Hero's Rally?
6. What type of fluid does John Esposito recommend for "A" type overdrives?
7. Why does Bob Steele "warm up" his tires at every opportunity?
8. What does Sir Bentley recommend to eliminate Lucas electrical gremlins?
9. What did Sammy Hagar's Shelby GT500 have in the trunk?
10. How many times did Screamer launch his M/C piston?
11. What did Judge #3 use a snowcone for after sampling "Vinnie's Vegetarian Chili"?
12. What did Al Christopher, Larry Nolan, and Tim Smith have in common at VTR?
13. What does "OLDFART" stand for?
14. What does "Silo" Fisher mostly do on his "CostUs" project?
15. What was the most popular wine at Wal Mart?

16. What did Everit Sanchez do to rate a mention in Snic Braaapp?
17. Who designed the 1800/2000 Roadster?
18. What do British Tool part # BT8, Snap-On #AH304B, McMaster-Carr 547A13 and Moss 866-250 have in common?
19. What was the most unique vehicle to race at Hallett this spring?
20. What is Dave Kanzler's vanity plate?
21. How did Roman Hrynewycz "earn" his ISOA nickname?
22. What single legislative act should be renounced in order to restore sanity on our roads?
23. What component failed Steve Yott at the South Central VTR?
24. What product received the official Lake of the Ozark endorsement for sealing marine impeller cages?
25. What item does Apex Mosier sell on Ebay?
26. How much was Toofus's breakfast on the "Sympathy for the Devil" Tour?
27. What auto manufacturer once operated the Bosch test track?
28. How many TR250s are there in Ireland?
29. What is the relationship between Joe Scaccia and ISOA?
30. What were the occupants of a minivan doing on the Blue Ridge Parkway that vexed the Stalker?
31. Who wrote "Engine Summer"?
32. What Lucas Xmas gift did Sir Bentley recommend?
33. Why did Sajedah Atrous al-Rashawi, write to Sir Bentley?
34. How many TR6s sold at the Barrett-Jackson auction?
35. Who will receive the proceeds from the "Avarice Aide" Benefit Concert?
36. What beverage did Karen "Karne" Rust provide her guests at Chilifest?
37. What name has Ernie Husmann assigned his racing team?
38. What organization do Ed Mitchell and Bob Steele belong to?
39. What was Sir John Black's parting gift from Standard-Triumph?
40. What make and model car did "Sparky" Perci-field's new friend drive?





## GARBAGE TALK

SEPTEMBER 2006

JOE "STAGMESITER" PAWLAK

We tend to keep to ourselves, always with other British car owners, attending British car shows, driving to British car events, yipping about Lucas this, Stanpart that, all the while in our cozy little British car universe. Oh sure we dabble in the knowledge of horsepower and particular applications of it in various muscle cars of a bygone era, Mustang, GTO, Challenger and Chevelle. We can spew names such as Holley, Dana and Edelbrock and can actually carry on a decent conversation when the need arises. While our machines don't have the displacement or the torque curves as these behemoths, by golly we are also from a bygone era. In all the years I have owned my Triumph sports cars, cruise nights were the realm of American iron. "Furn" cars stay away, we don't need your kind around here.

Things seem to be changing a bit

and we find ourselves attending some of these events that were all but off limits to us and our "limey wagons". Kathy and I attended some "cruise nights" and despite being one of the only "furn" cars there, the Stag did represent the British car contingent and held it's own against a sea of endless 17 layer paint jobs and in my opinion excessive chrome. Some of these guys have more chrome in their engine bays than twenty two TR6 bumpers combined. I guess there is an appeal to that sort of automotive condiment. However at the other extreme, there were some fine examples of classic American iron in spotless factory condition. Call me a traditionalist, purist bigot or whatever but I still believe it is the most difficult task to keep your car original. Kudos to them but how do you keep it so clean? I think the Stag is in fair shape considering the driving and mileage we put on each year, but still how do you guys keep it so clean?

I thought cruise nights meant driving, you know cruising. It seems that some of these spotless wonders are trailered to cruise nights! You gotta be

freaking kidding me. We certainly have our trailer queens in Triumphdom. We see them each year at our own national convention, but a cruise night? For Kathy and me the appeal is driving. On occasion we show our kick ass British cars. Because of the amount of people at these cruise nights looking at the Stag and the old Spitfire, we had to make some little information placards because we couldn't keep up with the questions. The people have spoken! There are many folks that are interested in seeing our little British cars. And next year at Sycamore, the Stag and Spitfire will be right smack dab in the middle of their cruise night show lot. And of course we will oil fart in their general direction. Our cozy little British car universe just got a little bigger.



## ISOA Halloween Party



On **Saturday October 28th**, Jenny "Spider Lady" and Kathy "Schnapps" Pawlak will be hosting this year's fall event at the Hampshire Quarterhorse and Triumph Farm. (*Stagmeister providing yes dear responses and manual labor*).

The fun will start at three, and we're aiming for a 4:30 be-eating time. Standard picnic culinary delights and weather-permitting, a bonfire to make S'mores. A sign-up sheet will be available at the October meeting.

Costumes are strongly encouraged! Bring your favorite ghost (car breakdown) stories to tell around the bonfire! Bring a folding chair if you got 'em.

Please RSVP at the fall meeting

or

call Kathy or Jenny at 847/683 4184

or

email the Spider Lady at [pubbles@elnet.com](mailto:pubbles@elnet.com)





[continued from page 2]



In an effort to help preserve their marriage, Barb asked me to run the gimmick rally with Bob in one of the 2 TR6's that they had driven to Dallas. It was easy for me to say yes, as Bob is one of my favorite people. We hopped into the TR6, and set off for the start point. Our hosts prepared us well for the heat, supplying us with ice-cold wet bandanas as well as 2 bottles of water each. We were also given coupons for a free drink and a free ice cream cone at a McDonalds on the route. We took off on the rally, which was supposed to take about 1½ hours. It took Bob and me about 4½ hours, and we had a really good time. The gimmick rally was well done, with good route instructions, tricky questions, and pictographs. The pictographs were planted along the route, and you had to determine what the pictographs were depicting. All the pictographs were supposed to be famous sayings (for example, "easy come, easy go"), and they were very well done. At one point, it was recommended that we stop in a service station and "go". We expected and then did find a pictograph in the restroom of the station. Pretty clever, and a lot of fun. The end point was at the home of



one of the host club's members. He has a fabulous garage/museum in his back yard, and we were free to visit and look over his entire collections of cars and automobilia.

We had left the top up on the TR6 to provide shade, and I was surprised how comfortable it could be in an un-air conditioned car when it is 103 degrees outside. We came across a TR2 that had broken down along the route and found out how hot it really was when we got out to help push the TR2 off the road (very minor breakdown, later in the rally we saw it again running just fine). The McDonald's coupons were put to good use. Taking a page out of the Spuds Handbook of Convention musts, I combined my coupons into a root beer float.



Thursday evening was the ice cream run. Receiving an offer I couldn't refuse, I drove Mike Bilyk to and from in Mike's beautiful TR4, the former Spudsmobile. Of course, it was nowhere near this nice when Spuds owned it. This was my first chance to drive a car with the Toyota 5 speed (very impressive), and it was the first time that I had driven a TR4 on the street since I sold my 67 4A in 1974. (I still regret selling that car, but I used the money to buy a new TR6, which I still have). While we were driving the route, I was impressed with how tight Mike's TR4 was, very responsive steering and suspension. As I was driving, I mentioned to Mike that when comparing his car to mine, it felt... Mike finished the sentence for me "slow!". 500# less weight and 40 more horsepower does make a difference. Oh yeah, the ice cream place turned out to be a Gelato place. YUM!

We simulated parking lot patrol in the lobby. One of the guys in the group was Ronnie Babbitt, who had flown in from Georgia. We were chatting, discussing all things Triumph, and lamenting the lack of proper parking lot patrol opportunities. I told Ronnie about one of our best ever parking lot patrols, which occurred in the motel parking lot in Savannah, Georgia in 1992. I told him about a guy who came up to our ISOA group at around midnight look-



ing for some "waar", and how we ended up spending the next several hours helping the guy and his not quite finished TR3. Ronnie smiled and looked at me and said, "Well I guess we met in 1992 then." Ronnie now has a Sport 6 convertible in addition to his TR3.

Friday was autocross day. Surprise, it was over 100 again. The autocross was held in the parking lot of a large shopping center. There were numerous grassy islands surrounding the lot, all with trees that provided greatly appreciated shade. The course was well laid out, the people running it were on their game, and the timing equipment could handle 2 cars at a time. Once they got going, they cranked out a lot of runs in not very much time. Each driver got 3 runs. Among the highlights was seeing 2 Triumph Glorias and a Triumph Southern Cross run the autocross. One of the Gloria drivers really went all out in all 3 of his runs, and beat many much newer cars. A Spitfire driver who had replaced his stock engine with an engine from a Honda S2000 turned in the fastest time of the day. VERY powerful car, and fun to watch. I imagine it is fun to drive as well.



Friday night was a barbecue at a genuine Texas bbq joint. The food turned out to be excellent, but I think the place was expecting fewer people. When we got there, the line was out the door, and moved slowly. People would walk up to a counter, place their orders, and then pick it up. But when we got to the order counter, we were given a pager. Apparently, they had run out of food and had to prepare more to meet the demand. But once we got the food, it turned out to be worth the wait. After the bbq, it was back to the lobby for more Triumph chat, while those who



were going to show their cars Saturday started on final prep. It was in the lobby that we first started hearing that THE TRiumph Dolomite was going to be at the show on Saturday.



In 1934, Donald Healey (yes, THAT Donald Healey) was working for TRiumph. Healey convinced the higher ups at TRiumph to allow him to build a TRiumph version of a car that Alfa Romeo had designed and produced. The TRiumph was called the Dolomite, and it was gorgeous. While Healey was driving the car over a railroad crossing somewhere in Europe, the car was hit by a train and essentially destroyed. Fortunately, Healey survived the collision. I had read about the car, and had seen a photo of the car after the crash. So, I was very surprised to hear rumors that the car was going to be at the show on Saturday.



It was actually less hot Saturday morning as the cars assembled at the venue for the panoramic photo and car show. There was even a little bit of cloud cover, which was helpful as there was no shade at the show site. The cars were lined up for the photo, and then there it was out in front of the pack. I am not an historian, so I can't tell you if this is THE TRiumph Dolomite. I had always thought that only 1 was made, so I guess if that is true, then this was THE car that Donald Healey brought to life and very nearly destroyed. If so, someone has spent a small fortune (or more likely, a large fortune) to restore the car, and I am grateful for their effort. It is a fabulous looking car that must have been a real rocket sled back in



the day with its straight 8 engine. Photos, at least mine, won't do it justice. It was a treat to see this car in person. Along with the Dolomite were 2 Glorias and a Southern Cross. I don't think there have ever been this many rare TRiumphs at any Convention before. The featured model, GT6, was also well represented. I counted at least 10 of them there. While the overall turnout of cars was down from recent years, the quality was at a very high standard (TRiumph).



As the judging wound down, we made our way back to the hotel to cool down and re-hydrate. Those who were expecting or hopeful for awards were anxious for the banquet. I hung out with various TR friends until it was time to head to the airport. When I landed at O'Hare and turned my cell phone on, I had 2 voice messages. After 31 years of attending VTR Conventions, I had finally won my first rally award. Kramer and I came in 3rd.



Some Conventions Notes:

•I received a phone call the Sunday before I left for Dallas from a member of the host club. Seems they had noted that I had a

hotel reservation but I was not pre-registered for the Convention. Apparently their pre-registered totals were a great concern for them. Fortunately, there was a large quantity of "walk ups", which may have been enough to avert financial disaster. I'm estimating about 140 cars.

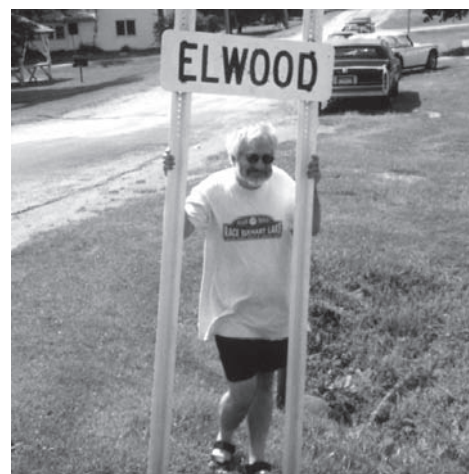
•Our hosts did a great job of keeping us hydrated. There were free bottles of water available everywhere, all weekend. It was greatly appreciated.

•Millie, aka the jello shot lady, is a member of the host club. She told me that about 2 years ago, someone from Illinois was in Texas to pick up a Spitfire. He paid her \$20 for a regional VTR t-shirt, which she promised to send. Unfortunately, she lost the address, and has the t-shirt and the change due. So, if any of you are that person and want your shirt, let me know, and I'll get you in touch with Millie.

•It was discussed at the VTR membership meeting that future VTR Conventions could be moved from their traditional summer dates to months where the weather might be a little more temperate. The original theory for holding it in mid-summer had to do with the age of the participants and the fact that many of them had school age kids. Now that the participants are older and fewer of them bring kids to the Convention, it may not be as big an issue to move a Texas based Convention to October, for example.

•VTR 2007 will be in Valley Forge, PA July 17-21.

•VTR 2008 will be held in Ypsilanti, Michigan, tentative dates are July 15-19, 2008.





Despite menacing skies, nearly thirty ISOAers, many driving Triumphs, gathered at Augustino's Rock and Roll Deli in West Chicago [motto: Feed your inner rock star!] to break bread prior to attending the annual "Drive-In Movie Night" on Friday, July 22. The eatery not only



serves good food but also has statues of "The King" as well as the Blues Brothers, and the walls are festooned with autographed guitars, photos, and record albums [remember them?] from many rock and roll hall of famers.



The high turnout was surprising, not only because of the threat of rain, but also because the event was scheduled on short notice and did not receive the customary publicity build up in this journal, proving once again, that, as we have always suspected, there is no correlation between attendance at an event and Snic Braaapp promotions.



This year marked the first time that we visited the Cascade Drive In in West Chicago as our official purveyor of cinematic faire following many previous viewings at the McHenry Drive In Theater. The drive in was located a mile or so east of the restaurant on North Avenue just east of Highway 59 and was well within easy driving distance of many in the club.



The main attractions were "Monster House" and "Click." Some of the group opted for lawn chairs and open sky viewing, while others, perhaps less confident in the climatic conditions, chose to remain in their cars for the movies. The second film was over about 1:00 AM, far too late for your humble and obedient scribe, who passed on the flicks in order to get enough beauty rest to be at Tim Mantel's in Chesterton, IN, the follow-



ing day by 6 AM, but whose "eyes and ears" [Jack and Kim] said that several of the group stayed to the bitter end.



While neither attraction may replace *Citizen Kane* in cinematic quality, the flicks were secondary to the camaraderie and Triumph conversation that always accompanies an ISOA outing.

*Suds*





*Continued from page 1*



you'll never be disappointed when you underestimate the intelligence of the general public, which saw side-by-side racing around the track between spectators *in their street cars!* Despite the appeal of such an event, none of the ISOAers took up the gauntlet and raced their Triumphs.

The crowd included many fans of the various race teams competing. One such team was apparently inspired by our own "Stalker" Rust's lithographs on pp 16-7, and named themselves "Stick Figure Racing" after some of his artwork.

There were also a couple of grudge matches between drivers including a late model caddy and a compact swapping paint and a race between a mother and her son, with mom showing her taillights to junior.

The first several events included 6-10 lap trophy dashes with 10-12 competitors, followed by a couple of 25 lap features with nearly 30 cars starting out, although, truth be told, as we always do on the pages of the most illustrious journal, it was unusual to find more than half a dozen operative cars on the track at when the checkered flag fell.

There was also a special race in which all the cars had to drive in reverse. As if that were not enough of a challenge, the track turned all the lights out, unintentionally, with only the moon providing illumination during the race, certainly "something completely different."

There were also numerous "compact combat" features between vehicles of less mass, which the announcer said were powered by double A batteries.

Our personal favorite event was the ever popular "run whut ya brung" competition, proving once again that



Next it was time for the ever-popular figure eight race, which saw more close calls than a trip through the Hillside Strangler at rush hour.

Everything up to this point, was a mere appetizer for the event that kept the multitudes glued to their seats – *The Demolition Derby*. This is the event that marks the next to the last step in the "full circle of life" route for Crown Vics and Caprices from police cruiser [some still had their Mars Lights attached], to cab, to the crusher. While previous ISOA field trips to the track have seen 70's wagons [estates?] from GM's design house of Frigidaire dominate, this year the last car standing was actually one of Dearborn's [in]famous four door sedans, preferred three to one by AARP, i.e the Crown Vic/Grand Marquis, although, this vehicular gladiator bore little resemblance to its original appearance, not that there's anything wrong with that, when it vanquished its last rival.

With the unmistakable aroma of burning anti-freeze, wafting in the late night air, and the sounds of metal impacting metal ringing in their ears, our little band of fun seekers made their way home around 11:00, another in a string of ISOA " . . . a good time was had by all."

*Suds*

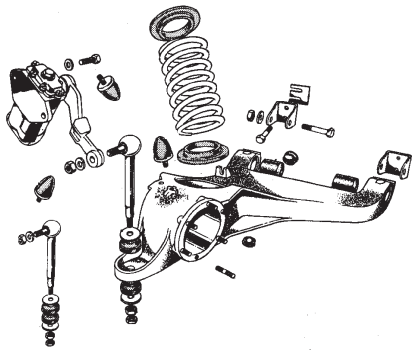
*SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, 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 effect include: slurred speech, short & long term memory loss, uncontrollable urges to make "Vroom, Vroom" sounds.*

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



## TR IRS REBUSHING

TEXT & GRAPHICS BY BOB STREEPY



On Saturday morning, August 12, Dave Kayson, Mike Mueller and your humble and obedient scribe made the arduous trip from Bartlett all the way to West Chicago, a distance of nearly six miles to assist Greg Fantozzi and his son in rebushing the suspension in his TR6.

he had beer, [although he didn't mention it was Budweiser.] We arrived around 8:30, and Greg was ready. This particular project was to be performed on a bare frame, making the exercise much easier than if the body were in situ. He had the necessary tools and parts neatly laid out, and it soon was "all hands on deck!" We were soon joined by Jack Gleason, who came to watch, but was promptly assigned

for the front springs.

Greg did not have these particular parts, so we took a break, while Greg looked up some part numbers and made plans to invest more capital in Mr. Runyon's enterprise. We decided to halt our activities until such time as we have all of the required components, and Greg offered us a tasty lunch and frosty beverage for our efforts.



various tasks in fetching wrenches and holding lights etc. Kayson and Mueller removed the passenger side rear trailing arm, making note of the positioning of the brackets and the number of shims at each mounting point, while I removed the rear brake lines. We used a gear puller to extract the old rear trailing arm bushings and installed the new poly bushings and reinstalled the rear springs, etc. in record

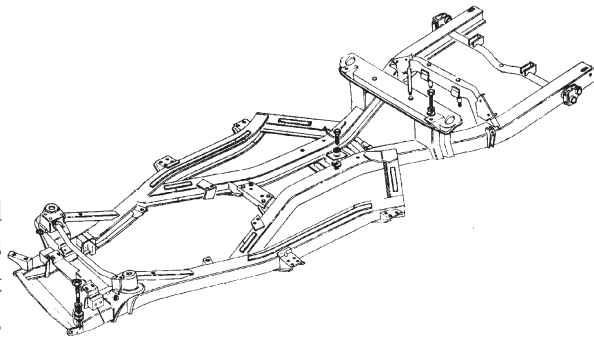
time. We repeated the process on the other side and were proceeding much too smoothly for a typical Triumph project. Next, we removed the front spring, using Kayson's spring compressor, pulled the spring pan, inner and outer lower control arms, upper control arms, and installed the new bushings and hardware. We ran into a snag when Kayson observed that the ball joints were suspect, and we also did not have new spring pads



After lunch, we headed back to our various Saturday chores, somewhat the better, having spent a few hours with the guys, having a couple of laughs, and actually accomplishing something for one of our compatriots. All in all, it was a much better way to spend a Saturday morning than watching cartoons or standing in line at Home Depot.



Actually, Greg had mentioned at the August meeting that he was looking for a little help in this project and since he lived close by, Kayson, Mueller, and I, each of whom had been involved in similar projects in the past offered to lend a hand. Besides, he said



time. We repeated the process on the other side and were proceeding much too smoothly for a typical Triumph project.

Next, we removed the front spring, using Kayson's spring compressor, pulled the spring pan, inner and outer lower control arms, upper control arms, and installed the new bushings and hardware. We ran into a snag when Kayson observed that the ball joints were suspect, and we also did not have new spring pads



*Suds*



# HEARTLAND BRITISH CAR SHOW



On a weather-wise ideal Sunday August 13, your humble and obedient scribe completed the third leg of his August 11-13 weekend TRIathlon [Friday night at the Speedway Spectacular, Saturday morning at Greg Fantozzi's rebushing party] by attending the annual Heartland British AutoFest in the Quad Cities.



We were accompanied on our odyssey by Dave "Stumpy Joe" Kayson in Lucille the Wonder Car [I wonder if anybody would pay 20 cents on the dollar for what I've spent on this thing.] We joined forces with Jay "Canonball" Holekamp in his TR4 to make the 130-mile trip from the western suburbs around 8:00 AM. Jay graciously agreed to lead the way along I-88 and set a rather "brisk" pace, which allowed us to make the trip in about an hour [do the math]. He later confided in us that he had broken his car in on the autobahn, and that the Reagan Highway was so reminiscent of that

roadway that he momentarily "forgot" about speed restrictions. [That's his story, and he's sticking to it.]



When we pulled into the show field, which is held on 11th Street, which is closed to regular traffic during the show, in quaint East Davenport, IA. We were joined by Jay's brother Harry, in his TR250, and Frank Cartright, who drove his recently acquired TR7. [See "New Arrivals" p. 24 for more details.] Harry and Frank had driven in the day before and spent the night in the area.

We have attended this event numerous times over the years, and it remains one of our favorite car shows. It is more like a cruise night in that the cars line up on a public street, lined with some trees, not in a parking lot or in a field. There is a park on the south side overlooking the river and a number of shops [including an ice cream parlor], restaurants, and bars on the north side of the street. [The tenderloin sandwich at the 11th Street Bar & Grill is worth the trip by itself.]

The event is relatively low key, and the organizers worked overtime to see that things ran smoothly. There were numerous door prizes provided, and the beautiful weather provided the finishing touch to a great day.

I would estimate that about 75-100 cars were on display, and many were quite

impressive. There was a local TR3 entered which displayed a first place concours trophy from the recently held VTR convention in Texas, [see story page 7-9], a big Healy with custom made leather luggage to fit in the



boot, and a stunning Allard, to go along with the usual MGs, Healy's, and Jags. Triumph



was represented with half a dozen TR3s, four or five TR4s and 250s, about ten TR6s, four Spitfires, and a pair of wedges.

The proximity of the pubs to the show made it convenient to grab a good sandwich and/or a beverage and the ISOA contingent sought relief from the bright sun on a couple of occasions. Finally, about 3:00 PM we headed back, with Frank joining us in our procession while Harry headed back to Madison, WI. We opted for two lane back roads on the return junket and the trip back was really enjoyable. All three cars ran well and the road and weather conditions made the journey quite pleasant. The gas prices in Iowa were about twenty five cents per gallon less, and although it still seems unconscionable to spend thirty dollars to fill up a Triumph, the pain was slightly less than in the metro area.

We pulled back into Snic Braaapp Towers around 6:00 and decided without any hesitation to add this event to our 2006 "A good time was had by all" file.

*Suds*



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

# UNION VINTAGE TRANSPORT CAR SHOW



As countless Chicagoland Music aficionados thronged to Grant Park to witness Lollapalooza, a smaller but no less fervent group of fanatics drove to Union to participate in the vehicular equivalent known at the Union Vintage Transport Extravaganza.

this damn thing”] left Crystal Lake for Union on Sunday, August 6th, to attend the show at the Union Railway Museum. The forecast called for a possibility of thunderstorms later in the day, but the forecast was a bit off and as we rolled in, a steady drizzle began that would last off and on for the next few hours.

on display whenever the skies cleared.

The show caters to every conceivable type of wheeled contrivance ever to leak oil on pavement, and on a clear day usually attracts in excess of 700 cars, trucks, busses, and other types of motorized conveyance. That number, however, was adversely affected by the weather this year.



Upon our arrival, we met John Kolton, in his Stag, the same one that recently graced the cover of the VTR national magazine, and Pat “Judge Dred” Morse, in a civilian vehicle. We also saw former ISOA member Ken Briegl in his pristine TR3A, who also brought a much needed Easy-Up which would provide shelter from the elements. We toured the grounds and used the multiple barns housing various and sundry railroad cars to dodge the rain, while attempting to enjoy the vast range of vehicles



Mike “Toofus” Mueller, driving his freshly rejuvenated TR6 for the first time since 2001, Jack “Spuds” Billimack in his Herald, Roman “Curious” Hrynwycz, in his Mikuni carbureted TR6, and your humble and obedient scribe, in Lucille the Wonder Car [as in “I wonder if anybody would give 20 cents on the dollar for what I’ve got tied up in



Despite the low numbers due to the rain, there was still an eclectic assortment of vehicles not likely assembled in one location anywhere else. Nevertheless, because of the board meeting and the rain, we headed out sooner than we might otherwise might have, with slightly dampened cars, but not spirits.

*Suds*





# NORTH AURORA AUTOFEST

## 2006 NORTH AURORA DAYS AUTO FEST, AUGUST 6, 2006 BY STACY McREYNOLDS



**F**or the week leading up this event, I am glued to the news watching the weather forecasts. The channel with the nicer forecast gets my vote. However, this year, rain appeared to be inevitable. At 10:30 AM, with approximately 120 cars in attendance, the rain clouds rolled in. A few late comers continued to drive in once the rain hit. However, we knew the rain would pass through in about 45 minutes. Once, the drizzle stopped, the sun came out and it was show time!

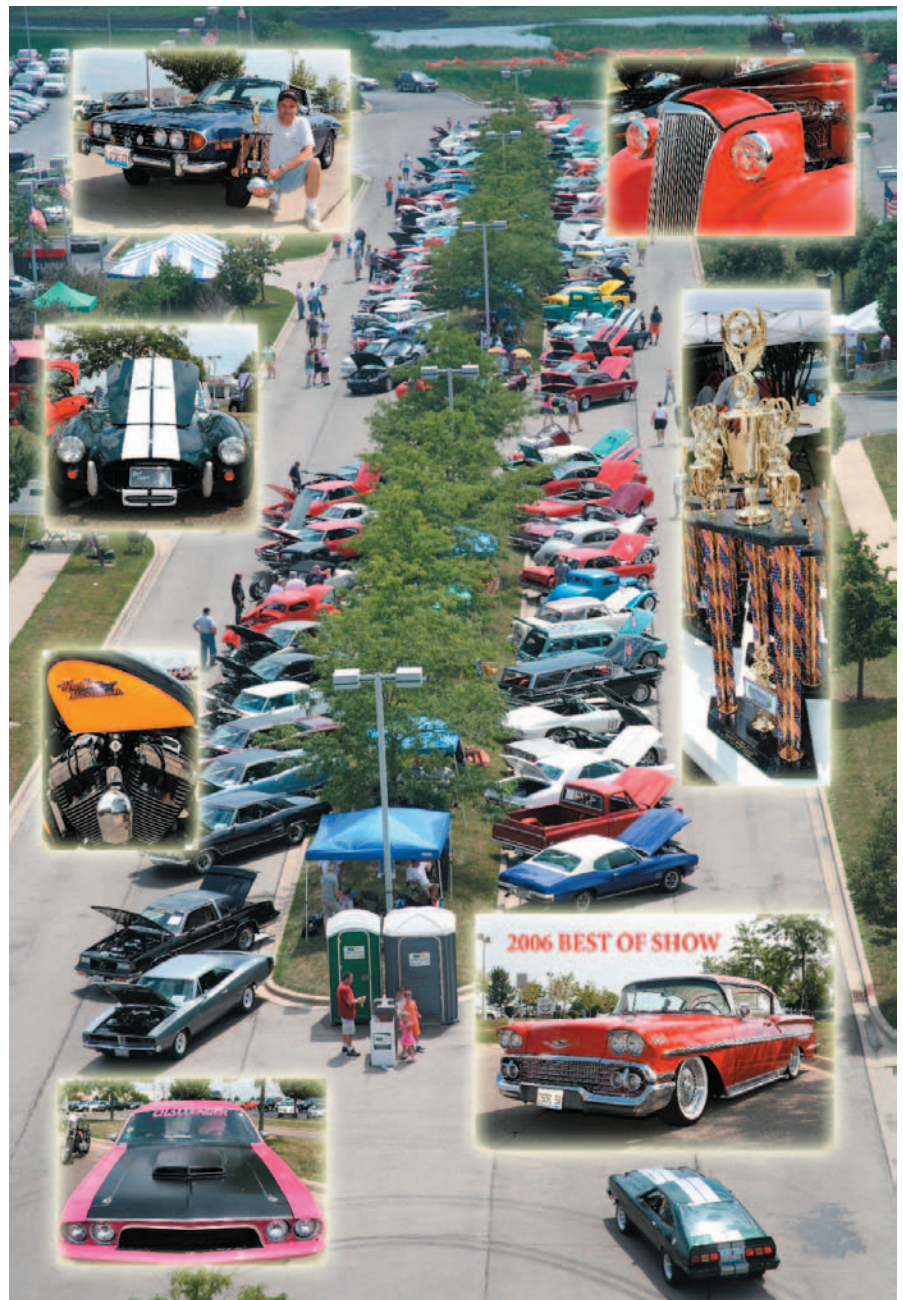
While the music blared, the intoxicating aroma of Bar-B-Que filled the air throughout the North Aurora Auto Mall. People were out selling 50/50 tickets. MANY door prizes were distributed. Everyone was having a GREAT time!

While walking down the boulevard, I enjoyed the sights... a classic 1969 Dodge Charger, an eye catching 1974 Plymouth Barracuda drenched in Panther Pink paint and the unique 1958 BMW Isetta that came in from Iowa. This entry proved that was not necessarily a "locals" show. However, it did appear to be more of an "American" classic show until I stumbled upon a car I was familiar with... a 1973 Triumph Stag owned by our club's beloved president, Joe Pawlak. Yeah! A Triumph! Then, across the grassy median, I saw yet another Triumph... a Triumph TR6. I immediately asked Joe if he had recruited the owner of the TR6 to join ISOA. He informed me that Steve Matteson, the owner, had recently joined. Mike and I went over and introduced ourselves and asked Steve if he was enjoying the show. Unfortunately, he said he felt like the odd man out. There simply were

not enough foreign vehicles in attendance. Upon further review, I agreed. Since Mike and I started planning the Annual North Aurora Days Auto Fest show a few years ago, we have noticed a lack of foreign vehicle entries. While wandering around the show throughout the day, I saw Joe talking to everyone he could about his Triumph. He even invited people to sit in the driver's seat to get a feel for the car. WOW! Joe used the "uniqueness" to his advantage by trying to create interest in the marque. Several show participants later told me that it was nice to see someone so excited and proud.

I was so pleased to award Joe with a large, shiny and beautiful (no, no, I'm not biased!!!) Top 40 trophy.

Upon review of the show, Mike and I agreed that we WILL have more foreign entries in 2007. We will contact every foreign car club in the Chicagoland area. We were quite surprised that a 1969 VW Bug took the Best Foreign trophy this year. Next year, with your support by attending the show, we could have a Triumph take Best Foreign... even Best of Show perhaps! So, please mark your calendars for Sunday, August 5, 2007... the fun filled day when you could take home your own shiny trophy!





It seems as if the number of car shows is increasing faster than the price of petrol. There's a car show or cruise night practically every weekend and most evenings, and while each show attempts to promote itself as "different" than the others, there is a dimension of similarity among most of them, which by August, begins to border on tedium. One distinct exception to this observation is the Orphan Car Show sponsored by the Chicagoland Corvair Club held each year in Aurora. This year marked the 16th anniversary of this gathering of the tribe of car owners who's marques have "gone to glory." Our club has been well represented at this show for the last several years, thanks in part to twice-blessed Corvair *and* Triumph enthusiasts Bill and Kim Jensen.

spirit" connection that the owners all appear to share. They seem to possess an affinity for "unusual" cars that makes for a kinship that is absent from most other car shows. There are some entries that participate in no other car show all year, aside from this one. There is no balloting or admission fee, and the



The event is more like a reunion than a car show. What makes it singular among such gatherings is the "kindred

organizers provide complimentary beverages for the participants; certainly an added bonus for many from within ISOA.

The show attracts some of the "typical" domestic orphans like Packard, Hudson, Kaiser, Crosley, Studebaker, and more Corvairs than have been assembled at one location since the heyday of Z-Frank's, but it also draws some foreign exotic vehicular species that have also become extinct such as the Czechoslovakian Veloex.

Since Triumph qualifies for the distinction of entering this event by virtue

of having been out of production for ten years, [at least for now-we'll see what happens at the BMW AutoFest.] ISOA was well represented at the event with members coming from as far as Rockford to participate. Among others, our contingent included, Steve & Marilyn Bailey, Bruce Barnett, Jack Billimack, Joe & Roseanne Felix, George Grumbos, Chuck Hall, Jay Holekamp, Bill & Kim Jensen, Debbie & Doug Larson, Mark Moore, Joe & Kathy Pawlak, Jeff Rust, Bob Steele, Pat Morse, and your humble and obedient scribe.

The show setting is quite pastoral and the cars line up along the banks of the Fox River for a really idyllic view, both of the landscape and the cars. It is really easy in this venue for one to imagine that he has traveled back in time to kinder gentler time, [especially after a few of the complimentary beverages.] The sight of all those Studeys personally brings to mind my childhood when my grandparents lived within a block of a Studebaker dealership in Centerville, Iowa, and walking there with my grandfather, [imagine a Norman Rockwell graphic here] just to look around the lot and talk. [Pardon me while I get a hankie.] Now, as a grandfather myself, I realize that my grandmother had probably given the old man an ultimatum "Get that brat out of my hair or you'll spend the next month on the couch!" - but I digress.

At any rate, it was a nice way to spend an exceptionally pleasant Sunday afternoon and an extremely agreeable diversion from typical car shows. While the marques themselves may have faded from the automotive landscape, [along with much of their paintwork] their glory lives on, at least each August in Aurora for a couple hours.

*Suds*

**ISOA MEMBERSHIP:** Being a member of ISOA is easy! Owning a Triumph is optional, you can drive whatever you want. All you need to do is pay your annual dues of \$30.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

Send check to: Sheri Pyle 320 N. Linden St., Itasca, IL 60143



The Euro Auto Festival is a 3-day automotive event that brings together European Car enthusiasts to display, celebrate and share special stories about the great car marques of Europe. Now in its 11th year, the Festival features a popular car show, an auto-cross, special exhibits, specialty merchants, plant tours of the BMW Manufacturing facility and a road rally for all participants.

The Euro Auto Festival was established to promote appreciation for vintage, classic and antique European vehicles. Each year sees entries from throughout the United States, Canada and England, with a full range of European cars on display, from classic to modern and everything in between.

The 2006 Euro Auto Festival will be held October 20-22 at the BMW Zentrum located next to the BMW Manufacturing Co. on I-85, between Greenville and Spartanburg, South Carolina. **The featured marque for this year's festival is Triumph**, and there will be a wide variety of vehicles on hand to represent the breadth, beauty and performance of this legendary British marque.

Once again, this year's proceeds will be donated to the Disaster Relief Fund of the American Red Cross.

### Friday, October 20, 2006

BMW Plant Tours: Cancelled for 2006. We regret that we will not be able to schedule plant tours this year due to a new model changeover taking place at the plant which conflicts with this year's event date. We appreciate your understanding.

#### *3:00 PM to 9:00 PM - Hotel Registration*

The fun begins at the elegant Spartanburg Marriott at Renaissance Park. Enjoy your stay at the finest hotel in Spartanburg. Your standard room includes 2 complimentary breakfast tickets and 2 bar beverage tickets. NOTE: Pre-registered participants can pick up their registration packets at the Hotel. Please note that your registration badge will be your ticket to the Reception and Banquet. You will be furnished with tickets for any other event for which you have registered when you pick up your registration packet.

#### *3:00 PM to 6:30 PM - BASF Hospitality Suite*

In addition to the Spartanburg Marriott at Renaissance Park's amenities, EURO 2006 also hosts a Hospitality Suite sponsored by BASF and manned by members of the Foothills British Car Club.

#### *7:00 PM - Reception*

The night is topped off by a Reception for pre-registered guests sponsored by Michelin at the Spartanburg Marriott at Renaissance Park. The evening, featuring a light buffet, is a great time to mingle with the participants and honored guests.

#### *Silent Auction*

The Silent Auction will begin on Friday night at the Reception. The items included will be available for your inspection and bidding from Friday night until the Banquet ends on Saturday night. Silent Auction winners are asked to pay the amount due at the close of bidding Saturday night.

### Saturday, October 21, 2006

8:00 AM Pre-registered cars and those arriving on Saturday are requested to bring their cars starting at 8:00.

#### *9:00 AM - The Show/Judging Begins*

One of the largest varieties of European automobiles ever assembled at one car show. Admire the craftsmanship, vote for the winners, and be inspired to do more with your favorite automobile. There will be Sponsor displays and vendors. Several Food Vendors serving a variety of food will be available during the day. The Show is centered around the BMW Zentrum on I-85. Judging concludes at 1:00 PM and class awards will be presented at 3:00 PM. Cars must arrive by 12 Noon in order to be judged.

#### *Formation of Classes and Awards*

Show Classes will be determined based upon registrations received by Friday, October 6, 2006. Three registrations are required to have a 1st place award; five registrations are required to have 1st and 2nd place awards; seven or more registrations are required to have 1st, 2nd and 3rd place awards. Final determination of awards will be made the day of show and will include Saturday registrations. Certificates will be presented to all award winners; actual awards will be mailed and should be received within 4-6 weeks.

#### *9:00 AM - Car Corral*

\$30.00/Car - restricted to cars 1980 and older. Please have your car in place by 9:00 AM.

#### *9:00 AM to 4:00 PM - Autocross*

Driving for the enthusiast. Test your skills on this challenging driving course using an automobile furnished by EURO 2006. Priority will be given to pre-registered participants but there is always plenty of room for walk-ins. Meet in the upper parking lot of the BMW factory.

All persons on site must sign SCCA release/waiver form. Participants must be at least

16 years of age and have a valid driver's license. All participants under the age of 18 must have a minor waiver signed by both parents or legal guardians. For more info contact SCR-SCCA at [www.scr-scca.com](http://www.scr-scca.com).

#### *7:00 PM to 9:30 PM - Banquet*

Spend an evening with your fellow "car guys and gals" at the Spartanburg Marriott at Renaissance Park. The food and atmosphere are great. The Special Corporate Awards will be presented at the Banquet.

### Sunday, October 22, 2006

#### *7:30 AM - SCCA Autocross*

Drive your own car! This event is an SCCA sanctioned event and is for registered participants and walk-ins. Drivers' Meeting at 9:30 AM and First car out at 10:00 AM. \$20/car for SCCA members and \$30/car for non-SCCA members. The Autocross will be located in the upper parking lot of BMW.

All persons on site must sign SCCA release/waiver form. Participants must be at least 16 years of age and have a valid driver's license. All participants under the age of 18 must have a minor waiver signed by both parents or legal guardians. For more info contact SCR-SCCA at [www.scr-scca.com](http://www.scr-scca.com).

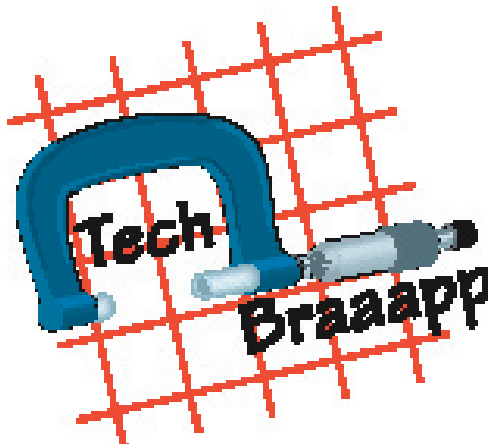
#### *9:00 AM to 12 Noon - Fun Rally*

Enjoy the beautiful fall scenery in the Carolinas during our two-hour Fun Rally. The Rally does not compete for time or distance so any car is welcome. It will challenge your brain, test your navigational skills and possibly strengthen your relationship with your navigator. Pre-registration is required to have lunch available at the Rally's end, or pay a smaller fee just to run the Rally. Prizes are given to 1st, 2nd and 3rd place winners based on scores on the questions. Meet in the parking lot of the Spartanburg Marriott at Renaissance Park at 8:45 AM. The Rally will end at the BMW Zentrum for lunch at 12 noon.

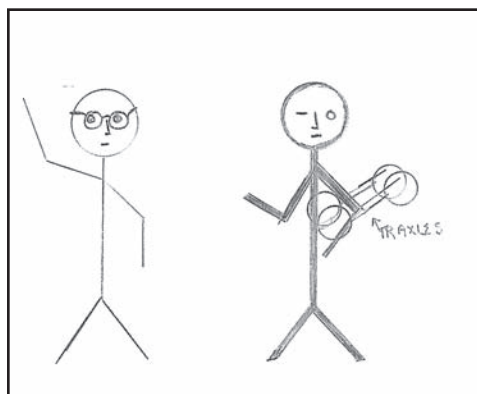


TR6 UNIVERSAL REPLACEMENT

WRITTEN AND *ILLUSTRATED* BY  
JEFF "STALKER" RUST



The Independent Rear Suspension (IRS) of the Triumph TR6 is both praised and cursed by drivers and mechanics. Where most cars of the day have two universal joints, the TR6 and TR5/250 have six. It is inevitable that at some point the "permanently" greased and sealed units of these now forty year old rolling works of art will fail. Before such time Mark Moore has enlisted my assistance in replacing the four universals of his half shafts. Unfortunately in all the excitement neither Mark nor I remembered to document this event on film... whoa, there's a line you can't use anymore... anyway we didn't take any pictures. I'll try to illustrate as best I can by hand (Figure A).



As with most of our local 6-Pack chapter events "advance notice" consists of a phone call, acceptance of the challenge, a quick circle call to other members answering machines and a stop at the beer store on the way over.

Today's challenge, "Replace all axle universals of an IRS TR". Original time allotment, not including warm up (Brats and Beer) and cool down (Celebration Beer), half an hour. (It should be noted that hourly reminders of this estimate continue through out the project.)

The equipment list is surprisingly sparse (Figure B).



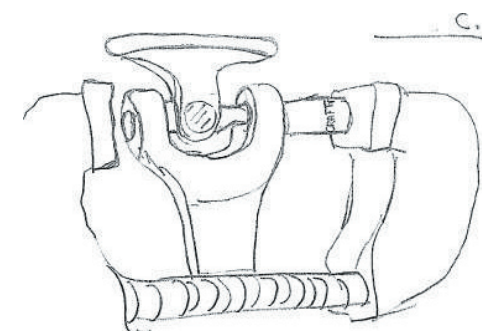
- 1.) By far the most complicated tool to acquire is the "Left over graduation party beer." This begins with a sixteen year old stepdaughter and ends with the pride of life moving out of the house, the city and the state and beginning a new life ..... sorry, beer.
- 2.) Six Pack's own trademark celebration fluid, "Newcastle Brown".
- 3.) An assortment of screwdrivers. One will work but two come in handy
- 4.) Hammer. Few projects complete without one of these. (Note: Brass ones do less damage.)
- 5.) Rubber gloves. I've resisted these for years but after using them for this project I'm convinced they are the way to go. Right next to the rubber gloves I have had hanging on the shop wall for years are a pair of the "mechanic gloves". I'll bet you those are nice too.
- 6.) An assortment of half inch drive sockets. I didn't pay much attention to sizes until we had to extract an end cap out of a socket we used that was too small. So one large enough to fit OVER an end cap, one the same size as an end cap and one a bit smaller for when the snap ring ends snap off and you have to push the cap through enough to extract the bits and pieces of the snap ring out of it's slot.
- 7.) Dad's hundred year old foundry size vise.

8.) One twelve ton press. You might as well just buy one these now because if you find yourself going this far into your TR6 you are going to need it eventually.

OUT WITH THE BAD –

Start by removing all the snap rings. In 1968, 1969 and probably through most of the last millennium you could probably have used those cute little snap ring pliers. But now is a long time from then and chances are rust and corrosion has turned that thin metal clip either into dust or made it part of the yoke it sits in. We used an edge of a screwdriver and a hammer to chisel the ends out from the channel then worked a screwdriver blade in behind it. Most of the ends broke off which is fine. You just need to get at least one clip on the end of each axis to come out clean.

To remove the universals you need to push the caps out through the ends of the yoke. (Figure C) Begin by

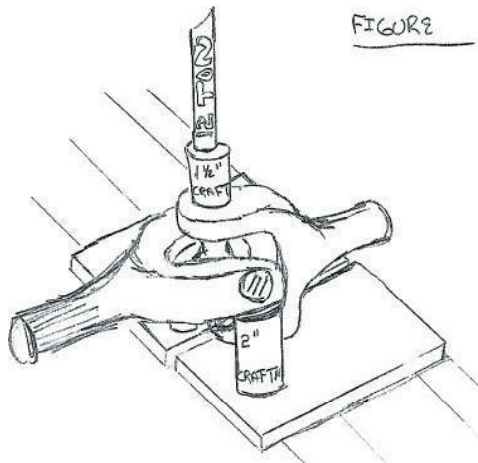


placing a socket on an end cap (which socket depends on if you were able to get all of the snap ring out on that cap) and pressing it IN which forces the opposing cap OUT. IMPORTANT: As tempting as it is, DO NOT LET THE CAP YOU ARE PUSHING ON GO OUT OF THE YOKE AT THIS TIME. ALL CAPS HAVE TO COME BACK OUT OF THE YOKE NOT IN.

Whether you use the Vise or 12 ton press depends on how determined the old universal is to stay where it's at. Either way DON'T FORGET TO PLACE A SOCKET UNDER THE BOTTOM END CAP ONCE THE CAP GETS TO THE SURFACE.



This is where it gets a bit more difficult. (Figure D) At this point you



have one cap sticking part way out of one yoke. Spin the yoke upside down so you can push the cap you pushed "in" with the socket now up and OUT of the yoke.

Support both sides of the other axis. Two sockets of the same height help here.

Place that big 'ol socket over the top of the yoke so that the cap can push up inside the socket. Balance all of this on the twelve ton press while positioning the plunger on the other end of the socket.

Press the yoke down off the end cap until the universal bottoms out against the inside of the yoke.

Using this same setup, spin the unit around and finish pushing the other end cap out the rest of the way until the universal again bottoms out against the yoke.

Clamp the now half exposed end cap in the vise and twist it out the rest of the way.

Once both end caps are gone the universal can be removed from the yoke.

Repeat this eight times and you're done.

Some think installation is the hard part so you may want to step back and use the experience you have gained during the removal process to determine whether or not to continue.

**IN WITH THE GOOD -**

Begin by removing each new end cap, filling it with a squirt of grease,

and replacing back on the new universal. This insures there is enough grease to hold those ever so troublesome pins inside and aligned in the end caps during assembly.

Remove both caps from one axis of a universal. Place the universal into the yoke making sure the other two caps remain intact. Pick up one cap and fit it to the yoke. Slide the axis into the cap assuring that it seats and that the pins remain in place.

Maneuver this whole mess over to the vise and squeeze that cap the rest of the way into the yoke.

Insert the "cap size" socket and continue to drive it down past ring clip groove until the other side and the axis protrudes just slightly beyond the yoke but again **DO NOT GO BEYOND THE END OF THE YOKE**. Install the ring clip confirming that it is well seated in the channel.

Place the remaining cap onto the protruding axis (See how this ensures that the pins stay in place?), back to the vise and drive it flush.

Again using the "Cap size" socket, drive the cap in until the opposing cap sets against the installed ring clip and allows just enough room to install the other ring clip.

Install the second ring clip and tap it into the channel.

Now step back and say "One" .....

The rest is pretty much the same procedure done over, and over, and over, ..... you get the idea.

Finally, make sure that the yoke "spread" has not been compromised causing the universal to bind. If this happens (trust me, it will) use the same procedure (figure D) to spread apart which ever axis is binding.

If you should have any problems, by all means feel free to call Mark.

**ISOA TECHNICAL ExSPURTS**



- TR3 Bill "Whizmo" Pyle  
630/773 4806
- TR4 Pat "PowerBuldge" Lobdell  
219/942 1263
- TR4A Steve "Drippy" Yott  
262/997-0701
- 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 - Joe "Stagmesiter" Pawlak  
(Early) 847/683-9683
- Spitfire - Steve "Sniffy" Yezo  
(Late) 847/855 9482
- GT6 Dave "Snake" Shedor  
847/9375078
- Stag Joe "Stagmesiter" Pawlak  
847/683-9683
- General Bill "Whizmo" Pyle  
Tech-Weenie 630/773 4806
- Machinist Bob "Opera Man" Crowley  
630/355 2170
- KeyMaster Bob "Senile" Donile  
630/837 3721
- Electrical Joe "Stagmesiter" Pawlak  
Paint, Body, 847/683-9683

*Stalker*

*Ed Note: Isn't it refreshing in this techno-digital age that some people take the time to hand illustrate their articles?*

## ENGINE-ECTOMY IN WISCONSIN A STORY OF SCHMUUTZZ BY MIKE 'HANDS' BLONDER



*Above are ISOA wrenchmasters [L-R] Jay Holekamp, George Capper, and "Hands" Blonder "deschmutzing\*" a TR 4 lump*

I first saw Steve Yott, former import car mechanic, in action at a Trans Clinic at the Pyle's in about 2001. A small crowd had gathered around the workbench where Steve was tearing down Joe Kaplon's J type overdrive. Like medical students at a surgery, some of us would hand him a tool or hold some part a certain way, but most of us just watched and learned. "I've never done a J type before", Steve said, "but how different could it be from an A type?" Explaining what each piece was, what it did, and why it was taken out this way or that, the trans was completely refurbished by the end of the day, only awaiting some parts to get it back on the road. Later that day when tightening a 'crush washer' to set the endplay in a rear hub, he said: "It feels like this - like the thickness of a piece of paper. Here- feel this!" GEEZ!

Fast forward about two years - Steve has finished his primo TR4A (it wins top honors in class at BCU the first time out!), and is sponsoring a clinic at his place in Gurnee as he and Mark Moore first tear down and then rebuild Mark's TR4A engine. This again provides a tremendous learning experience for us observers and lucky Mark gets a like-new engine out of the deal.

It's now 2006 and I mention to Mark at a membership meeting that DRIVN 62 puts so much smoke out of the tailpipe that it's been renamed The Mobile Mosquito Abatement Device and is due for an overhaul. I remark to Mark (??) how lucky he was to have had Steve work on his engine.

A few weeks later I discover that my income tax refund will be much larger than expected, about enough to get all the

parts needed to rebuild a TR engine with little or no skimping, a first for DRIVN 62.

At the next membership meeting Mark says to me: "Hey, Steve said he'd be glad to do your engine." I say: "What?" Mark says: "Steve Yott - he says he'll do your engine with you."

With renewed conviction that a higher power is indeed in operation, Steve and I make our plans. He says he'll have time at the end of this season for a proper rebuild, but maybe we could get by with a valve job until September. The Sunday after Memorial Day, George 'Professor' Capper, (also a deeply religious man), follows me to Steve's new digs in Silver Lake, Wisconsin, (near Kenosha) to remove the head. This operation goes rather smoothly, with only one busted stud for our efforts. After bead blasting the head Steve discovers two small cracks emanating from one of the bolt holes. He says his machinist will have to make the call on whether the head is any good or not, but one way or another, we should know by Tuesday.

Thursday rolls around and no word from Steve. I e-mail him asking 'Wuzzup?' and he e-mails back 'Bad News and Worse News'. The head is shot and the bottom end ain't much better. He suggests we pull the engine, remove DRIVN 62 from his garage, and work on the lump as time permits.

I put out the APB on our ISOA list to see who can lend a hand with the removal operation. The 'Professor' volunteers once again (that's what best friends are for, isn't it?). Jay Holekamp, whose TR4 brings home trophies at nearly every show, and who drives it all over the country, volunteers his hands and his engine stand. Burns Rafferty, a member who I've never even met, also answers the call, but ends up not being needed after all. Several members e-mail me their tips on engine rebuilding (thank you Mike 'Wheelman' Konopka!), but cannot participate in the surgery.

Saturday June 24 finds me, George and Jay leaving Elmhurst for Wisconsin in my Jeep Cherokee with a rented aluminum flatbed in tow. Once in Wisconsin and after exchanging pleasantries, Steve continues the final assembly of another TR4 engine, and the three of us have at my baby, with Steve as a consultant. By late morning most of the interior of DRIVN 62 is out, the driveshaft is disconnected and the ancillaries are coming off smoothly.

Early on, while removing the starter, Jay comments: "Hey, there actually

are bolts under all this dirt and grease!" I say: "Jay, that's not dirt and grease, that's schmoots", (Yiddish for greasy dirt, vowel sound like books) "and vintage, classic schmoots at that!" So starts the phrase of the day. "Look at the schmoots on that motor mount!" "Can you believe the schmoots on that cross member?" "Get the schmoots off that fuel line so I can see what the hell I'm doing!" "That trans tunnel is incredibly schmootsik (the adjective form)" and on and on. Once we separate the engine from the car, we throw it onto the flatbed and take it to a hand carwash not to degrease it, but (you guessed it) to deshmoots it!

Besides the forty-four years of schmoots, the day was not without its share of TRIUMPHANT adventures. DRIVN 62's custom exhaust had to be de-unitized by Mr. Sawzall, the tool with no conscience. Removing the alternator required removal of the front cross member (which had to come out anyway), reminding me what a pain it was to originally mount the alternator (with bracket) with the cross member in the way! Quite a bit of the steering had to be disconnected, making maneuvering the car back onto the flatbed interesting indeed. Jay and I got lost going back to Steve's after the engine de-schmootsing at the carwash (does copping to this now relieve me of any future Boomer nominations?) Perhaps the worst incident was an oil spill on Steve's garage floor (that you can eat off of), but many rags and newspapers and the last can of Gunk later, the floor was returned to normal (thanks George!).

The three of us and DRIVN 62 arrived back in Elmhurst at about 8:30 pm. Jay stayed around to join Terry and me for dinner while George scooted home to tend to his four-legged children.

The next couple of days found a few exchanges on the ISOA list regarding our day in Wisconsin. Steve sent out a photo of the carwash de-schmootsing exercise, and Jay sent out a note referring to our day of schmutz. When I corrected Jay on his inaccurate spelling, Steve posted that the engine was SO dirty that a new word or at least a new spelling had to be created to do this amount of greasy dirt justice, hence the new ISOA/Yiddish spelling: schmuutzz. So, while I'll always remember my Gramma Bea saying: "Michael, get that schmoots out of the corner of your eye", I do look forward to hearing: "Boy, if your engine and/or engine compartment is as schmuutzzik as Blonder's you're likely to get the Boomer!"

*The Summer 2006 issue of British Motoring contained an article on supercharging a TR6, which Moss Motors has graciously granted SNIC BRAAPP permission to reprint here, and on the following two pages. If your Six seems a bit sluggish, this kit should definitely “wake it up” The extra horses will require you to “pony up” \$3500.00.*

## SUPERCHARGED!

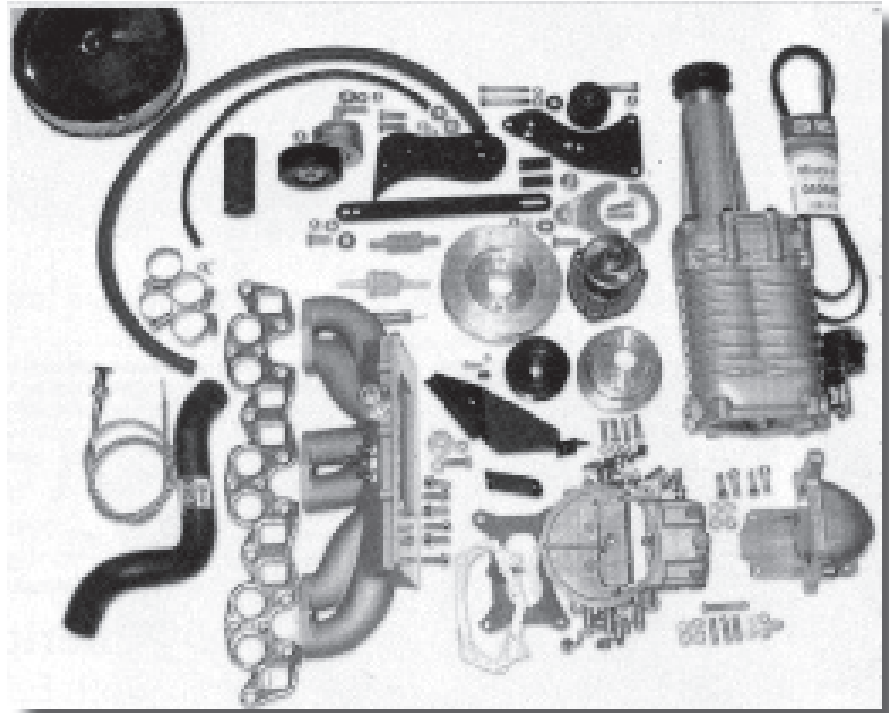
### INSTALLING THE NEW MOSS TRIUMPH TR6 SUPERCHARGER SYSTEM

BY THE BRITISH MOTORING STAFF

Regular British Motoring readers know that over the last few years, Moss Motors has been at the forefront of a new trend: retrofitting British classics with upgraded performance and technology. Modern overdrive transmissions, tube shock conversions, electronic fuel injection systems, and a variety of supercharger kits have reinvigorated and revolutionized the sports car hobby. Classic car owners are beginning to realize subtle yet tasteful modifications don't detract from a car's value, and the exponential increase in comfort, driveability, and fun-factor improve the overall experience of owning one of these rolling time machines.

The latest marvel in high-performance engineering to come out of the Moss R&D shop is also one of the most impressive: an all-new Supercharger kit for the Triumph TR6. Triumph's inline-six powerplant offers impressive torque and mid-range power when compared to four-cylinder MGs and other performance cars of the day, but true petrolheads know that there's no such thing as too much horsepower. Rather than slapping a modified existing kit onto a big Triumph six, however, Moss spent the better part of a year fine-tuning their design to achieve the perfect balance of power, usability, and vintage style.

Expanding upon knowledge they had gained with the successful MG-T, Spridget, and MGB supercharger systems, Moss engineers decided to use an

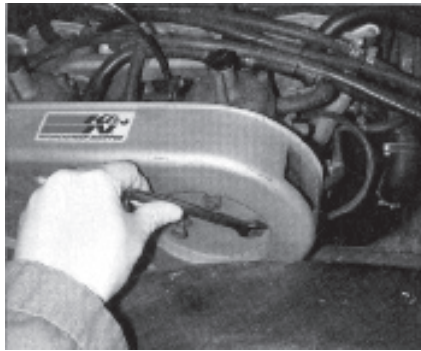


Eaton positive-displacement Roots-type supercharger once again. The Eaton supercharger design has proven itself on several late-model OE applications, including R-type Jags and the Ford Lightning super truck. While the MGB kit relied upon an Eaton M45 supercharger, the larger-displacement TR6 mill requires more airflow. The impressive-looking Eaton M62 blower was selected for the job. Then Moss engineers were left with the daunting task of making it work, fit, and look right in one of sportscardom's most iconic engine compartments.

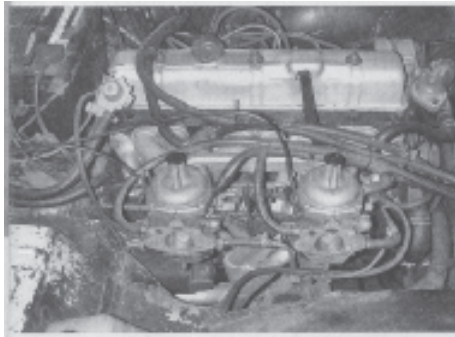
The first obstacle that had to be dealt with was a change in cylinder head port design that occurred in 1972. Since Moss engineers utilize computerized modeling software to design 3D renderings of the supercharger intake manifold before real-world prototypes were constructed, they decided to build two separate kits with different intakes: one for 1968 TR250 through 1972 TR6, and one for the 1973-76 TR6. Once the intake manifold designs were final-

ized, the rest of the kit needed to be fleshed out. A single Holley 350cfm two-barrel carburetor was selected for its excellent performance and simple tuning characteristics. Accessory brackets, drive pulleys, and a new throttle cable system round out the package.

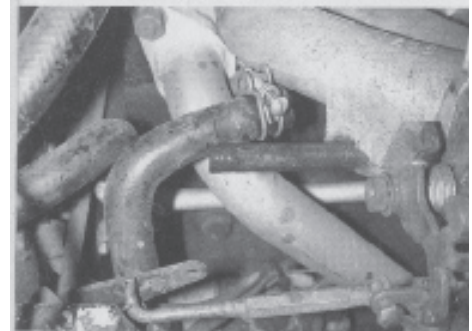
The first production supercharger system has already been installed and dyno tested, turning out 118.5 rear wheel horsepower at 4900 rpm. That's an impressive gain over the stock late TR6 typical 75-80 rear wheel horsepower. As of this writing, pricing for the kit has been set at \$3,495. Considering the combined cost of standard Triumph performance enhancements (Weber carburetors, header, tuned exhaust), and the fact that the supercharger system will make more power than any other single enhancement available for the TR6, the system is a bargain. Best of all, with an Eaton supercharger tucked under the bonnet, your Triumph will actually go as fast as it looks!



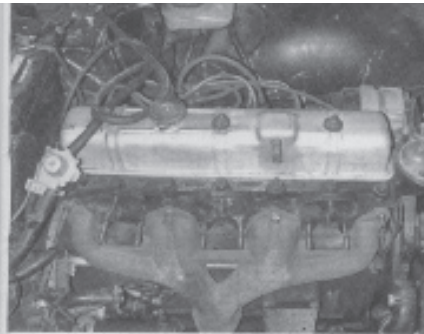
1. The original air filter box is removed and set aside.



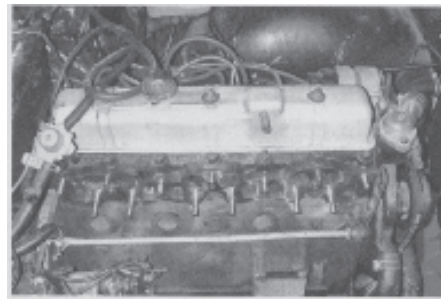
2. All of the vacuum and fuel lines have to be removed and labelled. The instructions cover most of the routing details.



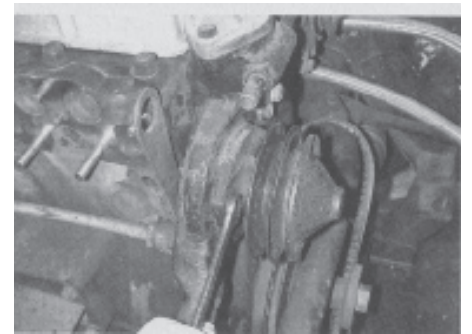
3. The front manifold heating hose is disconnected.



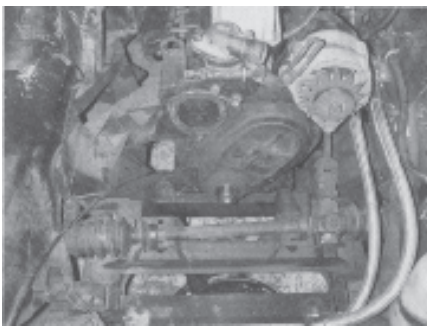
4. Lower manifold retaining nuts must be removed, taking care not to drop the retaining clamps. Next, the upper manifold retaining nuts are removed, then the intake manifold and carburetors lift away from the engine.



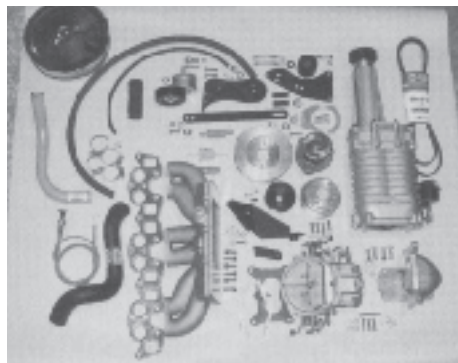
5. The exhaust manifold can be removed and all remnants of gasket material must be carefully cleaned from the head.



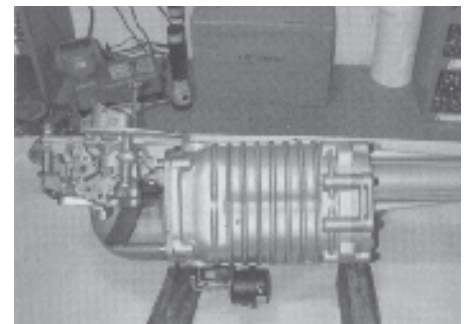
6. Both the radiator cowl and radiator are removed from the car allowing access to the front of the engine. Here the water pump is being removed, so that a new unit designed to accept the 4 rib belt pulley can be installed.



7. The steering rack has to be loosened to allow removal of the original front crank pulley assembly.



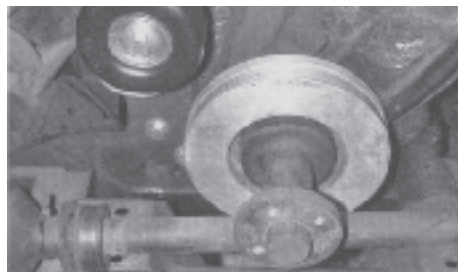
8. Here the kit components are laid out so they can easily be identified.



9. The carburetor is bolted to the adapter plate, and then assembled on the supercharger.



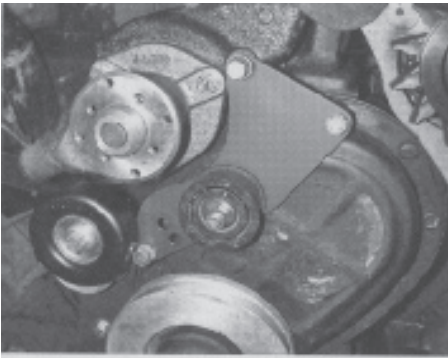
10. The automatic belt tensioner removes the slack from the supercharger belt and decreases boost lag.



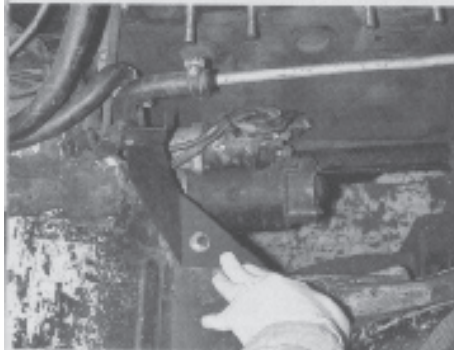
11. After temporarily removing the steering rack for clearance, mount the belt tensioner to the front of the engine. Next install the ribbed crank pulley and original hub spacer.



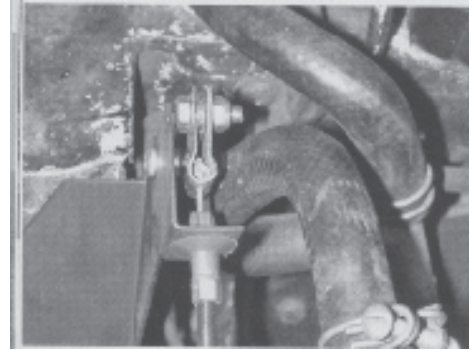
12. The original alternator pulley must be carefully removed. This can be done on the car if you have access to an impact wrench. Otherwise, it's a good idea to remove the alternator and have the pulley removed and replaced with the new ribbed pulley by a shop.



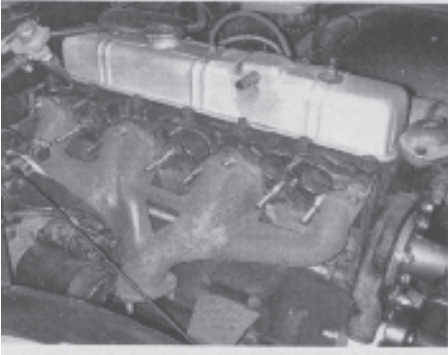
13. Here you can see the new water pump installed.



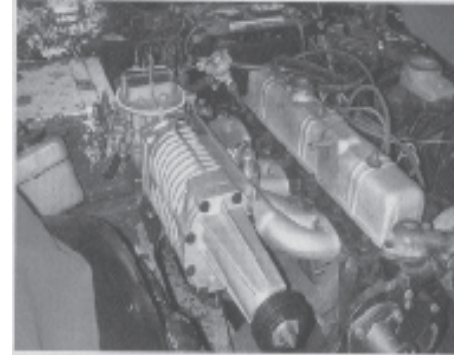
14. Next to be installed is the new throttle linkage support panel.



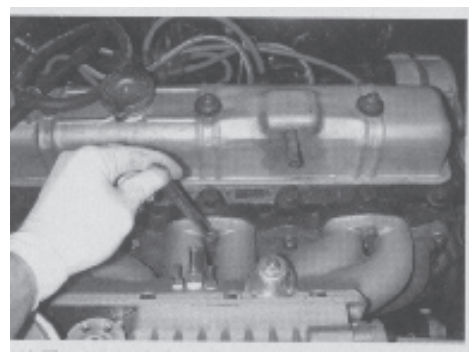
15. The new throttle cable connects to the support and is bolted to the throttle bell crank.



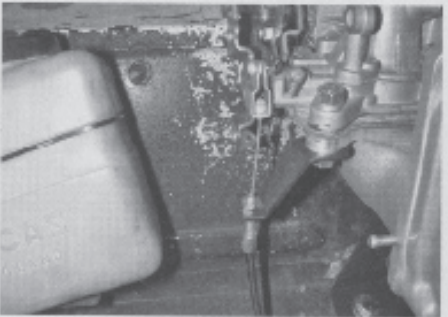
16. Now the exhaust manifold can be reinstalled on the new Moss-supplied stock gasket.



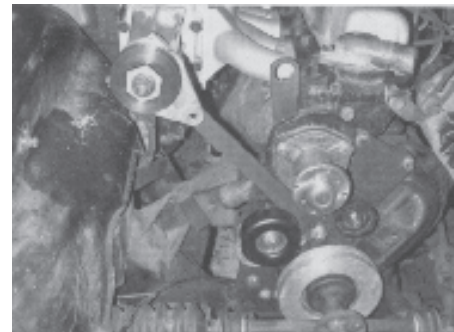
17. Then the supercharger assembly is installed giving us an inkling of how awesome the engine bay is going to look.



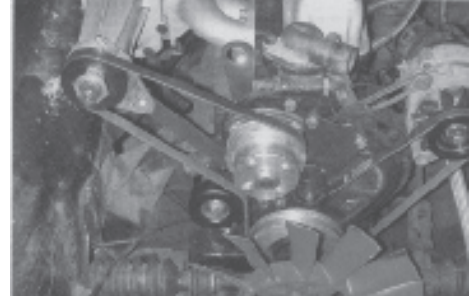
18. The original clamps are used to mount the new supercharger intake manifold. All the mounting nuts must be tightened to the correct torque.



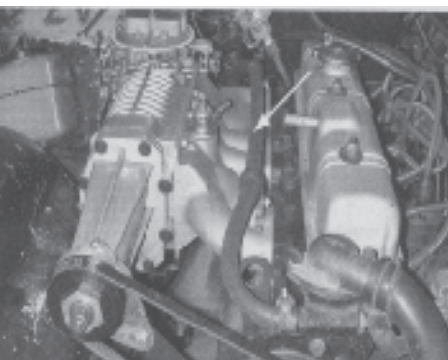
19. Now, we can hook up the accelerator cable to the carburetor.



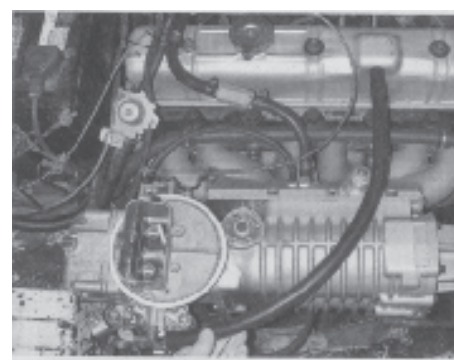
20. With the supercharger installed, you can see the front support components that prevent flex when the engine revs. The support cradles is installed on the nose of the supercharger.



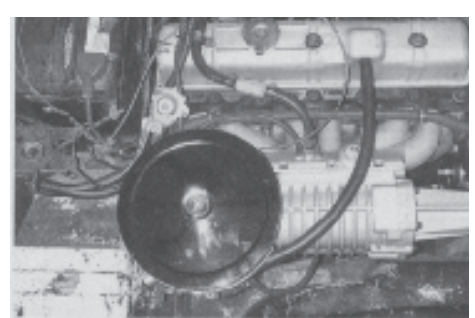
21. All of the vacuum and fuel lines have to be removed and labelled. The instructions cover most of the routing details.



22. A new heater hose assembly is installed and held in place by supplied clips and brackets.



23. The new vent line connects from the valve cover to the carburetor, which eliminates crankcase pressure.



24. And here's the completed system. As you can see, the newly supercharged TR6 looks as impressive as it drives. Power has been increased significantly, and the car drives a completely different vehicle.



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Club BBQ to follow BCU car show at Kaplon's  
[about 10 miles or 10 minutes]



- Exit Moraine at 111th Street; turn right (west) to LaGrange Road - Route 45
- Turn left (south) and proceed to first stop light - 123rd Street - aka McCarthy Road
- Turn right (west) and proceed about 2 miles to Wolf Road. This is the second stop light.
- Turn left (south) on Wolf Road and head to 159th Street.
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- Turn right at 115th Court - third house on the right 15845 -115th Court; Orland Park

Home: 708/403-8691; Joe, cell: 708/337-7555;  
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29th ANNUAL  
**LAKE GENEVA CLASSIC CAR RALLY**

"According To Hoyle" Automobile Tour  
AMERICAN CANCER SOCIETY CHILDHOOD RESEARCH BENEFIT  
SATURDAY & SUNDAY, SEPTEMBER 23 & 24, 2006  
Sponsored by . . . CORINNE KREISSL MEMORIAL FOUNDATION INC.

Host site . . .

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- PARTICIPATION \_\_\_\_\_ Classic, Antique and Special Interest Auto; Owners, Drivers and Riders.  
REGISTRATION \_\_\_\_\_ Saturday 11:30 A.M. to 6:00 P.M. at Geneva Ridge Chalet and Sunday 8:00 A.M. to 11:00 A.M. at Geneva Ridge Chalet.  
RULES \_\_\_\_\_ "According to Hoyle" Best (20) Poker Hands are Trophy &/or Prize winners.  
PRIZES \_\_\_\_\_ Trophies, and Prizes Donated by Participating Destinations, Local Merchants and Rally Participants.  
DOOR PRIZES \_\_\_\_\_ Eligibility by depositing stubs from 12 noon to 2 p.m. Sunday ONLY.  
DASH PLAQUES \_\_\_\_\_ First 500 Cars Registered will Receive Dash Plaques.  
DONATION \_\_\_\_\_ \$10.00 to Cancer Society Per Hand Played (2 Hand Minimum) - Advance registration details below.  
DEALING \_\_\_\_\_ Saturday 12:00 p.m. to 5:00 p.m. - Sunday 9:00 a.m. to 1:30 p.m. (no extensions except at chalet)  
HOSPITALITY HOUR \_\_\_\_\_ Saturday at Geneva Ridge Chalet 11:30 A.M. to 12:30 P.M. for Rally Participants Only.

**POKER RALLY TOUR ROUTE**

Participants can tour around Geneva Lake on Saturday or Sunday stopping in five zones around the lake at participating stops. Saturday participants need not attend Sunday event, to be eligible for Poker Hand prizes, as completed hands can be turned in on Saturday at Geneva Ridge Chalet until 6 PM

**NO VEHICLE JUDGING - JUST FUN, FUN, FUN**



For additional information:  
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Web Site: [www.classicarrally.net](http://www.classicarrally.net)  
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**GRAND CAR SHOW FINALE SUNDAY AT  
THE LODGE AT GENEVA RIDGE AT 12 NOON  
PRIZES AWARDED SUNDAY 2:30 P.M.**

Trophies, prizes, special interest awards and car club presentations will be awarded Sunday after winners for both days are determined.

Eligible Best 20 Poker hands must be turned in by 2:00 p.m. on Sunday

Deposit door prize stubs between 12 noon and 2:00 p.m. on Sunday

Disclaimer: Times and Dates are Subject to Change without Notice

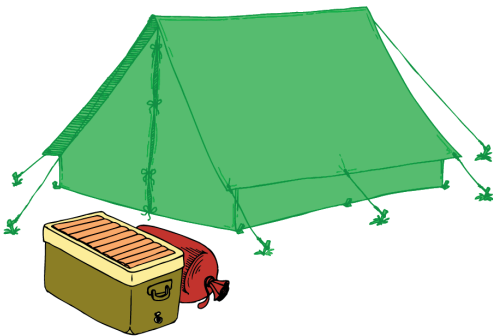


# Rallye on the River



September 28-30

6-Pack TRials 2006  
Cuyahoga Falls, OH



October 7-8 - ISOA Fall Campout at Ann and Tim Buja's Wisconsin get-away near Wisconsin Rapids. Tentative plans are for Ann to lead a group from Rockford on Friday afternoon, and Tim will lead another group on Saturday morning. The featured event on Sunday will be a reconnaissance mission to the 2nd Annual Cata-Pumpkin Launch at the nearby Rainbow Casino, where 8-10 pound pumpkins will be launched by teams competing to see how far their catapults, trebuchets, and other assorted siege engines can throw them. Last year's teams managed to throw their pumpkins up to 350 feet down range using mechanical means. Air cannons are new this year and have the potential for much more spectacular results. This launch is endorsed by the World Championship Punkin Chunkin Association. Look for maps and directions in the October Snic-Braaapp.



2nd Annual Cata-Pumpkin Launch

October 7th & 8th, 2006  
Across from Rainbow Casino

# 5<sup>th</sup> ANNUAL TOYS FOR TOTS

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OCTOBER 8<sup>th</sup>, 2006

9:00 A.M. LINE UP LEAVING 10:00 A.M.

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In consideration of my participation in this event, I hereby release and discharge Chi-Town Rodders and all sponsors from all known and unknown damages, injuries or claims to myself, my car and its occupants.



## 2007 VTR National Convention

Hosted by the Delaware Valley Triumphs



July 17 - 21, 2007

Its never too early to start planning for the 2007 VTR  
convnention July17-21 in Valley Forge PA.

The MotorCheck  
Vintage GT Challenge  
at Road America  
May 17 ~ 20, 2007

Morgan, Triumph, and Austin Healy are the featured  
marques. Details in the October newsletter.



STOP THE GASOLINE DRIP



Almost from the beginning, when I bought my 1964 Triumph TR4 in 1967, gasoline very slowly dripped off the bottom of the glass filter bowl on the AC fuel pump. This leak was very slight but enough to be noticed and be irritating. The glass filter bowl mounts to the top cover of the fuel pump and the natural cork gasket tends to become hardened over time. The glass bowl is held by a wire bail with a small hand wheel screw to tighten the upper lip of the bowl against the gasket. I have recently solved this long nagging problem.

NAPA part no. BK 730-9510, gasket – fuel bowl strainer / AG, is

a modern rubber gasket, specifically made for this application. I suppose the AG designation refers to ‘agricultural’ which makes sense since the AC fuel pump found on TR2-4s is used on many engines, no doubt to include tractors. The bowl / top cover gasket is commonly found in fuel pump rebuild kits – I’d been cutting them out of a sheet of cork gasket material. The well made, good quality rubber gasket from NAPA easily seals properly and the 40-year gasoline seep is gone – for good I think.

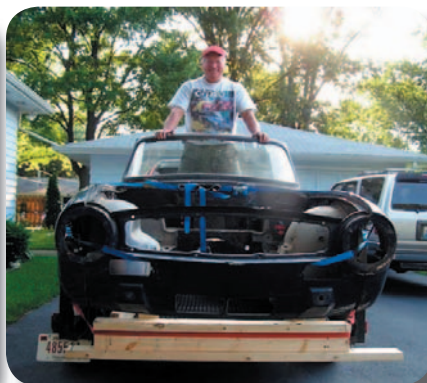
*Jay “Canonball” Holekamp*



New Arrivals

It must be something in the water in northwest Indiana. ISOA’s two most prominent Hoosiers each acquired additional Triumph inventory recently. Pat “Power Bulge” Lobdell is now the proud owner of a TR8, [below right Snic Braaapp file graphic since Pat has yet to embrace digital technology] while his fellow Indianian, Tim “Gizmo” Mantel, has added a 71 TR6 body shell [below ] to go along with the spare frame and extra V8 TR8 motor in his garage. [Note the space between the body and the trailer’s sides] Stay tuned for progress reports on this inTResting project

Frank Cartwright of Darien also augmented his Triumph collection with a pristine 24,000 mile, one owner TR7, shown below left, that must be seen to be believed.. [Hopefully the Tollway photographers will not take any pictures of this car too].







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

Approximately 30 Triumphs, accompanied by various Milwaukee two wheelers, added a dimension of class [?] to the parking lot at Mack's Golden Pheasant on Sunday, August 6th, while their owners convened in the garden level of the restaurant for the monthly ISOA meeting. Nearly fifty disciples of Siegfried Bettman were in attendance, none of them for the first time.

President Joe "Stagmeister" Pawlak got the gathering under way at around 7:20 [7:00 official ISOA time] and began by asking those present to pick up the latest edition of the club roster, which now features a list of occupations, at least for the members who actually work. Joe also solicited photos for the 2007 club calendar and reminded people that those who get their photos in first have a better likelihood of being included and thus receive a free calendar. Joe then "volunteered" George Grumbos to replace the retiring [but never shy] Gloria "Queenie" Capetto to be in charge of the monthly raffle. [Its good to be omnipotent.]

As usual, the lion's share of the meeting dealt with events, past, present, and future. Among other things, we talked about the Union Transportation Extravaganza held earlier that day [see story page 10] the North Aurora Auto Show, [see page 11].

Tim "Toolman" Buja spoke about the fall campout over the weekend of October 6-8 to be held on his summer retreat in Wisconsin Rapids and will include a visit to a nearby casino to view a "punkin. Chunkin" competition which sounds like something that would make our potato fest contests of the past pale in comparison.

Greg Fantozzi then informed the group of a suspension rebuild he planned to host on Aug. 12 at his home in West Chicago. The same day will also see the

Micro-Mini National car show in Crystal Lake. Jack "Spuds" Billimack then spoke about the upcoming White Trash Night [see p. 1], the Orphan Show in Aurora [see p. 8], the Heartland British Car Show in Quad Cities [see p. 10], and British Car Union 20th car show at Moraine Valley Community College on Sept 10th. Again this year, ISOA will be responsible for ballot counting and volunteers will be needed to accomplish this task on the day of the meet.

Jack also spoke about the upcoming Sicks Pack Trials in Ohio, the Lake Geneva Poker Run, and the first Cantigny car show in Wheaton. Pat "Power Bulge" Lobdell described the Living History Event in Osh Kosh WI planned for August 19-20. Your humble and obedient scribe also mumbled a few words about the Euro-Auto Car Show scheduled for the grounds of the BMW plant in Greer South Carolina [see page 14].

Following a break, nominations were placed for the Peter M. Roberts and the Boomer Awards. In an exceptionally slow night for Peter M. Roberts nominees, your humble and obedient scribe took home the loving cup for A) offering -but not actually making good on the offer yet- Greg Fantozzi the use of a set of wheels to use on his TR6 roller while it had some body and paintwork done, B) giving Mike Mueller a hand doing some final prep work on his TR6, and C), accompanying Tim "Gizmo" Mantel to the motor city to help haul a TR6 tub back to Indiana. Ed Krakowiak was also nominated for helping Mark Costello do some work on a TR7.

The single Boomer nomination went to Mark "Silo" Fisher for showing up at the meeting a little early; one week sooner than it was scheduled for! [We don't know if he stayed at the bar for the next seven days or not.] Needless to say, the bent wire wheel will spend the next thirty days in Crystal Lake.

The meeting broke around 9:00. With apologies for any unintentional errors or omissions,

2006 ISOA BOARD OF DIRECTORS

Table listing Board of Directors members: President & Newsletter Publisher (Joe "Stagmeister" Pawlak), Vice President (Mike "Toofus" Mueller), Treasurer (Sheri "Big Mama" Pyle), Secretary/Newsletter Editor (Bob "Suds" Streepy), Events (Jack "Spuds" Billimack), Membership/Webmaster (Tim "Tool Man" Buja), Motorsports/Curmudgeon (Irv "Elwood" Korey), Meeting Coordinator (Mark "Guzzler" Moore), Regalia Coordinator (Kim "Wacker Drive" Jensen), and BCU Reps (Ken & Arlene Kendzy).



Suds



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

**For Sale:** TR6, current owner since 1974. 106k original miles, 2k on rebuilt motor and major restoration in 2001, redlines, mallard Green PPG paint. Yamaha stereo, sub, amp, Fosgate speakers, spare parts. \$12k, Dave Sanberg ph 815/8771943; 815/282-3908 ed. note: Jeff Rust has seen this car and can provide additional info.[7/06]

**For Sale:** 1973 GT6. 81,308 Miles. White w/blk interior. Targa top. w/Sunroof. CD player. John Olas \$4500.00 OBO Ph: 815/354-1414. [8/06]

**Wanted:** Triumph photos for annual ISOA calendar. Submit a color, high resolution digital graphic to Joe Pawlak, [stagfire@elnet.com] ASAP. If your picture is selected, you will receive a free 2007 ISOA calendar

**For Sale:** 1969 TR6 Air Cleaner Cover \$20, 1969 TR6 Inside Hardtop Cover \$100 “Like New” Black, 1969 TR6 Tonneau \$180 “Like New” Black, TR6 Rear “Metallic” Break Shoes \$30, Contact Michael bbulfer@Powersales.com [9/06]

**Wanted:** 1976 TR6 seats. Greg Fantozi H:(630) 231-1314 EMAIL: gfantozzi@geneva304.org [9/06]

**FEATURED REGALIA ITEM OF THE MONTH:**



Be a “Sharp Dressed Man” (or Woman) sporting the official ISOA club jacket. As our weather turns a bit cooler, you’ll appreciate this lightweight cotton–polyester coat sporting our embroidered logo on the left chest. There’s even a hood tucked away in the collar if the weather turns really nasty. Try one on at the next club meeting! Available in sizes S-XXXL for \$50.

**Happy Birthday**

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

- |                    |                      |
|--------------------|----------------------|
| Ann Buja 9/01      | Scott White 9/19     |
| Jenny Pawlak 9/04  | Bob Donile 9/21      |
| Jim Thing 9/06     | Bill Pyle 9/23       |
| Andrzej Jurek 9/06 | Steve Yott 9/23      |
| Joe Felix 9/09     | Pete Eckstein 9/23   |
| Ruben Luna 9/09    | Roman Hrynewycz 9/23 |
| Stan Smith 9/13    | Nancy Grumbos 9/24   |
| Mike Blonder 9/16  | Bruce Barnett 9/25   |
| Kathy Swanson 9/17 | Paul Kurtzner 9/25   |
| Sheri Pyle 9/19    | Rosemary Sedlak 9/28 |
| Bob Streepy 9/19   | Kathy Mitchell 9/30  |

**NEW MEMBERS**

Sandy & Bob Denninger  
 2463 Brunswick Cir Apt B  
 Woodridge, IL 60517-2059  
 H:(630) 241-4685 W-Him:(312) 980-3326  
 EMAIL: spawlak55@yahoo.com  
 76 Spitfire 1500

ISOA memberships @155; ISOA members@224



Congratulations to ISOAer “Barrister for a Buck” Bobbie “Burnout” Steele for his recent political coup to become the Cook County Board President Pro Tempore. [It appears Bob got a little too much sun when he and Ed went to Sebring, but it does seem as if the hormone therapy is working.]



**OCTOBER SNIC BRAAAPP**

Lake Geneva Poker Run, Cantigny Car Show, Milk Pail Car Show, TRivial Pursuit Answers, Sir Wrenchalot Encore, Spotlight on Triumph TRX “Bullet,” Turnabout Picnic, MOTRAH info, & Lots other stuff

Built to beat off the Continental challenge



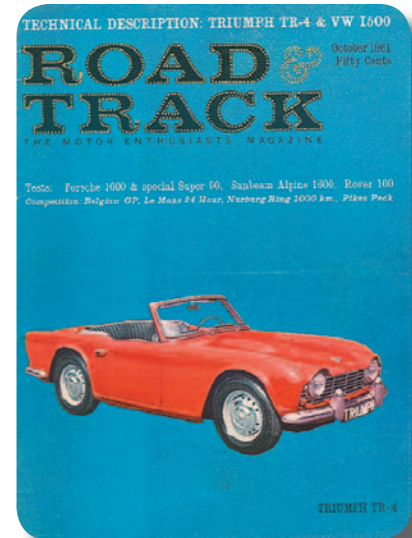





**STAG**

Triumph Stag:  
luxury in detail

145 bhp, 2997cc engine  
with twin Strombergs...



**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](mailto:editor@snic-braaapp.org)

**ONLINE ROSTER ACCESS INFO**

SEPTEMBER 2006



*THE REAR VIEW MIRROR - Irv "ELWOOD" KOREY ORIGINAL OWNER OF HIS 1974 TR6 AT VTR 2005  
STACY McREYNOLD PHOTO*

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