



SNIC BRAAAPP

December 2006

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

Vol. XII Issue No. 412, \$3.95 newsstand price

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

ISOA HALLOWEEN PARTY

TEXT BY JENNY "SPIDER LADY" PAWLAK GRAPHICS BY JACK "SPUDS" BILLIMACK



Brew (a delightfully deadly concoction of rum, juice, Curacao, more rum, and topped off with rum). There was a "count how many pumpkins are in the jar" contest, with Josephine "Mini-Silo" Fisher winning with a guess of 96 (there were 106 in the jar, with most people guessing in the 50's and 60's).

Some of the costumes included a car wash (Silo), Hawaiian tourists (Ken & Arlene), and Bonnie & Clyde (Schnapps & Stagmeister aka Mom & Dad).

We're very happy that so many people could make it out to the country and have a nice time with us. We certainly and hope to continue the tradition in the years to come.

Spiderlady

The annual Halloween revelry at the Pawlak's Quarterhorse and Triumph Farm was great again this year. We had an abundance of food and the guests wore some very "interesting" [?] costumes.

The party was held in the Stagmeister's heated garage, which featured several specialized Tools of Destruction, including: "The Bonecrusher", "Buffer the Chrome Slayer," "Old Sparky" (aka Lincoln the Arc Angel), and "The Driller Killer." [Sometimes I think my dad has more fun naming his tools than using them.]

Schnapps (Kathy) decorated the house with her million and one Halloween decorations, while I was in charge of mixing up the Witch's



INSIDE YOUR DECEMBER SNIC BRAAAPP

TOYS FOR TOTS

SIR BENTLEY'S HOLIDAY GIFT GUIDE

2007 ISOA BOARD NOMINEES

YULETIDE TRIUMPH PROSE & POETRY

BOOK BRAAAPP

FLASH BRAAAPP 1981

BROKEN BOLT REMOVAL

POWERBULGE'S NEW ARRIVAL

LOTS OF OTHER STUFF



TOYS FOR TOTS 2006



The 5th annual "Toy for Tots" Classic Car Cruise sponsored, by the Chi Town Rodders, was held on October 8th this year. Toofus and I joined Joan and Snake Shedor early that day morning for breakfast. We arrived at the Main St. Custard and Coffee in Antioch to line up for the drive. There were also two other starting locations, Mr. Beef in Mt. Prospect, and Carlucci's in Downers Grove.

At 10:00 AM, a long proces-

sion of pristine classic cars headed out for the trip to the Volo Auto Museum, where all three locations would meet for the car show and the donation of new, unwrapped toys which the Marines will distribute this holiday season.

Joan, Dave, Mike and I met Jack Billimack and the Modra's from the Corvette club once we arrived at the museum.

The drive and weather were both beautiful. Besides the museum at Volo, there are four shopping malls, plus on this day there was also a flea market in addition to food and live band.

The event was enjoyable for everyone



present and as well as a benefit for the needy.

Diane (Stinger) Mueller



Halloween Party 2006

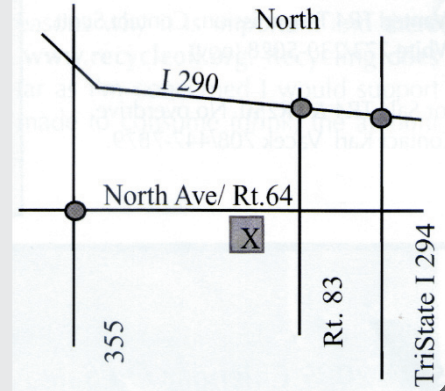




ILLINOIS SPORTS OWNERS ASSOCIATION

The Illinois Sports Owners Association is an owners and enthusiasts club dedicated to the enjoyment and preservation of TRIUMPH cars. Monthly meetings are held at Mack's Golden Pheasant on North Ave and Rt. 83 in Elmhurst (X marks the spot on the map), on the first Sunday of every month (unless otherwise announced). Meeting time is 7:00 PM (roughly), but come early and have a beer and share some TRIUMPH BS with your fellow enthusiasts.

The Board of Directors meets the first Sunday of every month, at Bill & Sheri's house at 320 Linden St. in Itasca, at 4:30 PM. Everyone is welcome to attend the Board meetings.



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
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.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	20th	Sat.		Big Bash - DesPlaines Elks Club
Feb.	11th*	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	25	Sun.		British Parts Swap Meet at Du Page County Fairgrounds
Mar.	4th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
Apr.	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
May	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	17-20			MotorCheck Vintage GT Challenge at Road America, Elkhart Lake WI
	23- 6/03			British Car Week
June	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	12-16			TRA National Meet, Finger lakes, NY
July	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	17-21			VTR National Convention, Valley Forge, PA

***Not the first Sunday**

SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. All photos and disks will be returned upon request. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the authors and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. Common side effects may include an occasional involuntary grin. Smiles lasting more than four hours may be a sign of serious dysfunction. Consult your health care professional should symptoms persist.

Bob Streepy 850 Kent Circle Bartlett, IL 60103 email: trstreep@sbcglobal.net



A LITTLE BS FROM BS



NEWS AND VIEW FROM THE BUSTED KNUCKLE GARAGE

Since acquiring the Snic Braaapp editing indenture, as well as the key to the executive washroom at Snic Braaapp Towers, from Greasy Hand Publishing two years ago, Git 'er Done Publishing, a division of the Busted Knuckle Group, has had one overriding philosophical principle: get the damn thing out before the monthly meeting. Our mentor*, a very learned sage once said in reference to our club newsletters, "All that really matters is that it contain an event calendar and that people receive it in time to remind them that there will be a club meeting coming up. Everything else is fluff, besides, nobody will read the damn thing anyway." To that end, we have striven to include plenty of stuff that nobody will read, as well as getting the monthly issue to the publisher/printer in time to hit the mail one week prior to the first Sunday of the month.

As we prepare to enter the third year of our five year plan, we pause and look back with pride that we have not missed a deadline and that we have been able to provide you, our beloved gentle reader, with page after page of generally useless reading matter. Where, you may ask, do you find the inspiration for such drek? The answer my friend is not blowing in the wind, but from countless professional journals that we scour endlessly in order to provide you with page after of page of material not worth reading. Although we study the emblematic offerings from legitimate periodicals such as *Triumph World*, *Car & Driver*, *Road & Track*, *Classic Motorsports*, etc, the lion's share of our inspiration is more likely to emanate from *The Onion*, *National Lampoon*, and *Mad Magazine*, spiritually if not literally.

Our goal here at Snic Braaapp Towers is not necessarily just to inform and enlighten on all things Triumph, but also to amuse, and therein lies the rub. We have attempted, with varying degrees of success, to continue in the irreverent footsteps of Dentino and the Mantenos and not take ourselves too seriously, but apparently some of our readers look to the newsletter for, you know, actual news.

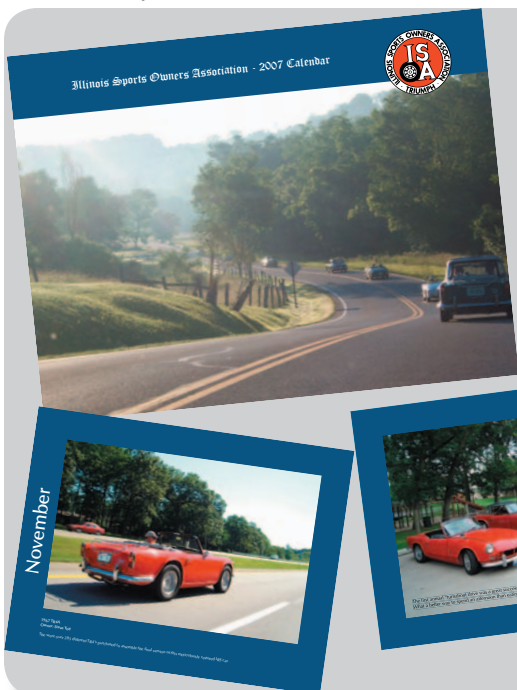
To any of our myriad of devoted readers who may fall into this category, we offer up this bit of advice: All you need to know is on the page 3; the rest is BS from BS and will most likely remain thus for the next couple of years. In the meantime, we have ample quantities of other club newsletters, many of which have been nationally recognized [apparently for their capacity to promote inexorable boredom] in our archives for you to peruse which are totally devoid of fluff and thus suitable reading material for the humor impaired.

Since we have always maintained that a sense of humor is a necessary prerequisite to Triumph ownership, we will continue to try to include a bit here and there on the pages of this bird-cage liner. Meanwhile, here's all you need to know: there's a meeting this Sunday. Wear your name tag.

PS - Merry Christmas and Happy Hanukkah



*Jack Billimack



The ISOA 2007 Calendar is Ready!

Packed with photos of your favourite automobiles. This colourful calendar looks wonderful at home, makes a great conversation piece for the office and of course with the holidays approaching, a fantastic gift. They will be available at the club meetings in November and December. Or they can be sent anywhere with a small handling fee covering postage (\$2).

Prices are a bargain at \$7 each, 3 for \$20. Additional quantity discounts can be had. You can contact Joe for more info at stagfire@elnet.com. After expenses, any profits go to the club tool fund.

No Triumphs were hurt during the creation of this calendar.



GARAGE TALK DECEMBER 2006



Thanks to all who

attended the fall technical clinic on body work. The feedback was excellent. We covered a whole lot of

material in a short time period but the intent was to provide a base for future clinics delving into more detail and “hands on” work. Thanks to Steve “Drippy” Yott for providing his expertise to the session. The club will need some input from the attendees on how we may be able to conduct future sessions. I have a couple of ideas to run past you and see if they may work. As with everything, there are plusses and minuses but we’ll try to keep the challenges to a minimum.

A side comment was made to me on where I got all my “toys” and it seems that a lot of it was like looking in a tool catalog. Hmmm, could take that two ways and I think I can take it to mean the

better of the two. The quality of any job you do is a reflection of ones creativity with a sprinkling of ability and a bunch of experience. Tools can help you get that job done but it’s not necessary to have everything in a catalog. The vendors would sure like you to buy everything but it would be a waste of money. Sometimes the glitzy ones are a fad and can quickly find their way to “the island of lost tools that nobody wants”. This is that drawer of crap in the garage that never gets used which sucked away financial resources best served by making an informed tool selection.

No collection of tools happens all at once unless you get a windfall inheritance from a body and paint relative. As you progress through any given project, you will find that there is an array of basic items that will accomplish a needed task. These are purchased as you go or put on a “list” of future gotta haves. Don’t let those fancy catalogs sway you. Talk to club members who have done similar projects and let their experience help with those purchases. For example, I think I’ve got a pretty good welding setup to do what I need to do when it comes to the restorations and repairs on the cars. Would it be nice to have a TIG unit instead of a MIG? Sure, but how often do you need the TIG precision of welding

Monthly Mumblings

two halves of a beer can back together. Someone asked why I didn’t have one of those fancy spot welders. I’m sure they work great but it’s difficult to justify \$700 for a tool that I can accomplish the same task with a \$70 panel flanger/pinch tool and my MIG welder. I would rather spend the money on a better long board sander and an ample supply of sand paper for it. Do you see my point here? You can still get the tools that can save you time, improve the quality of your project but without spending a ton of money.

We are entering the biggest season of catalog purchases. Your family may say that you are the toughest person to buy for. Are you kidding? You are the easiest! Circle those items in that catalog. Not the fancy ones, the ones that make a difference in the quality of the job. The DA sander, the panel flanger or even a nice set of inexpensive rubber blocks for wet sanding. They may think your whacked out of you skull for wanting a bunch of rubber hunks for the holiday or birthday. Guaranteed they won’t find their way to “the island of lost tools that nobody wants” next to the \$700 spot welder that you hadda have. Kathy and I along with all the critters at the Hampshire Quarterhorse and Triumph Farm wish you a most Triumphant holiday season.

BIG BASH 2007

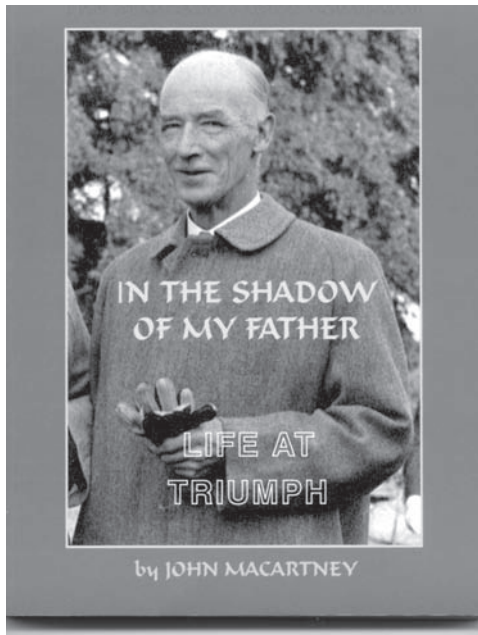


- WHAT: The Annual ISOA Party & Awards Night
- WHERE: DesPlaines Elk’s Club
495 Lee Street, DesPlaines, IL [ph. 847/824-1526]
- HOW MUCH: \$30.00 per person
- WHEN: Saturday January 20th, 2007
6:00 PM Cocktails [cash bar] & hors d’ourves
7:00 PM Dinner [choice of entree: beef, fish, or chicken]

Bring your check to the next meeting or mail to:

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

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BY JOHN MACARTNEY,
 PUBLISHED BY THE AUTHOR, 1998
 212 PAGES, 8 X 6, SOFTBOUND,
 ILLUSTRATED.

Habitual readers of this journal will certainly be familiar with the name of John Macartney. He has made accessible to Snic Braaapp some first-rate articles on the development of the wet liner four cylinder Triumph engine used in TR2-4's and the small car [eventually Spitfire] engine. Subscribers to the Triumph Internet list will also recognize "JonMac" for the many astute observations he has shared over the years on the nature of the automotive industry in general and the British auto business in particular.

Macartney was a second-generation employee of "The Standard," the parent company of Triumph following the Second World War. His father, Charles Macartney, [1898-1979] was employed there following R.A.F. service in the First World War. Macartney the Elder held a variety of positions there, including Service Engineer, Service manager, Chief Inspector, Quality Manager and Qual-

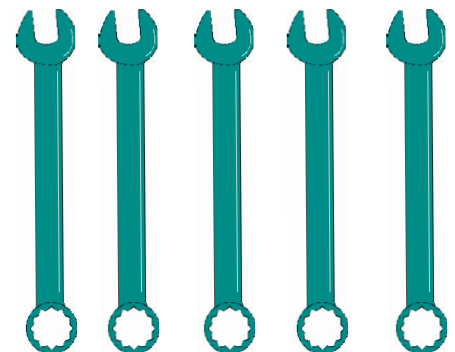
ity Engineer. [It should be noted that while Americans are by and large not familiar with "Standard", it was a car known in the UK for its quality and today would be considered a luxury car. The term standard in British implies a very high level of workmanship – not ordinary as we Yanks might suppose.] John's book, *In the Shadow of My Father*, is both a tribute to his father and a chronicle of the factory that built the postwar Triumph cars we all know and [usually] love.

In addition, the book also gives an insight to the company from the perspective of the author, who was also employed there in several capacities in the sixties and seventies. The entire volume is just about evenly divided between the two categories. In the first half, we meet Charles Macartney who is respectfully portrayed in three segments entitled "Between the Wars," "The Seed is Planted," and the "Post war Years." Charles actually began in the automotive business as an assembly worker at the Singer Motor Company following service in the R.A.F., but he was unceremoniously terminated for using a more efficient ways to assemble engines. He found employment at "The Standard" in a short time, at the age of only 22, as a service manager. In those days, repairmen actually drove to the homes of wealthy car owners to perform maintenance and repairs, along with a complete detailing of the car.

The word picture painted by John Macartney of a bygone era in the British auto industry makes for a very pleasant read. The author also shares some of his own insights as to why the UK is no longer a producer of cars on a large scale, which are extremely thought provoking, especially since Detroit might be viewed as following in Coventry's footsteps.

The second half of the book is much more lighthearted. The author tells of his own experiences as a young man in the swinging London scene of the sixties and seventies. There are some hilarious, as well as poignant, stories about his career in customer service for Jaguar, and later, British Leyland. The vignettes are usually only few pages in length, and are quite amusing. They also help provide some insight as to why BL is no longer in business, although I suspect that some of their practices were not unique to the Brits. My favorite episode had to do with an incompetent BL employee who had failed to place orders for a number of cars destined for North America. The practice had gone on for some time and to "buy time" until the backlog could be eliminated, Macartney told the American dealers that a strike had delayed production. None of the dealers bothered to check his story out, and the customers waited out the phony strike until production could catch up.

This book is an excellent read for any Triumphisti who would like to gain some first hand insight on the behind the scenes activities at Standard and Standard Triumph. It would certainly be a welcome addition to any enthusiast's library. It is well written, and even though the author uses UK rather than USA English, there is little difficulty in reading it. On the Sudsometer, we give this one five spanners.





TWENTY FIVE YEARS AGO THIS MONTH . . .

IN *SNICC BRAAAPP*

A BRIEF TRIP BACK DOWN MAMMARY LANE WITH RICK DENTINO

Return with us now to those thrilling days of yesteryear as we traverse the wormhole of time back through the Magic and Mystery of time-travel. Calibrate your transponders to 1981 [Just be sure to line your helmet with copious amounts of tinfoil and polyunsaturated luncheon meat. Here are some holiday gift ideas for the thoughtful Triumph owner or his/her significant other offered up by Snic Braaapp editor Dentino twenty five years ago.




LITTLE BRITISH CHRISTMAS TREE LITES



by LUCAS!

Guarenteed to burn out just before the kids can steal them



Convertible top **BOOT**. Fits TR-4, 4A, 250 & 6 (Wingtip also available) \$55.

TR-2, 3 SIDE-CURTAINS



Assorted prints & patterns to choose from. \$20.

"LUCAS" 3-POSITION HEAD LAMP SWITCH !!



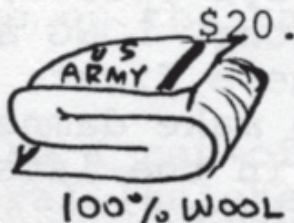
Let's you select:

- * DIM
- * DIMMER \$3.59
- * OFF

NEW & HOT Vibrating tool can be used as facial massuager! (tee hee) Made from old TR shifters. \$10.



AUXILIARY TRIUMPH HEATERS



100% WOOL

Now YOU can have Quartz Halogen lamps like the big-timers! 500,000 candle power Can be seen across 4 states! (Not applicable in Iowa)

"MARCHAL" Pigs-eye driving and foggers.

Be the first...EVER.

\$500. a set (POE) Note: All French wiring comes uninsulated for inspection purposes.



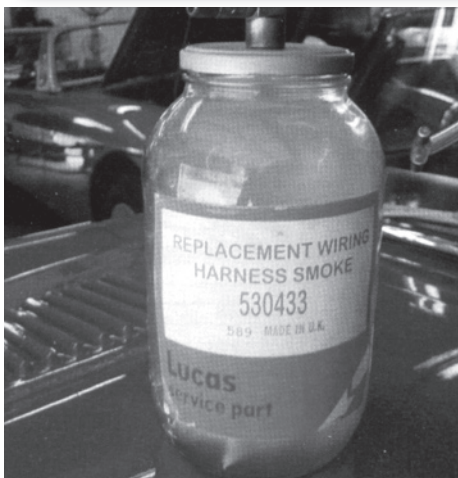
"RECARO" bucket seats for Triumph, home or office. Ottoman optional. \$300.

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



Sir Bentley Haynes, a distinguished man of letters with an extensive background in British automotive engineering, has graciously offered to provide the members of ISOA with free technical support in order to keep our Triumphs on the road. His resume was outlined in the April issue of Snicc Braapp. Due to the unusually high volume of questions from ISOA members, he has requested that all technical inquiries be screened and forwarded to him by way of the secretary of ISOA using the digest mode; He is not able respond to direct questions, but your letters are very important to him and they may be monitored by Scotland Yard for quality control. E-Mail him at: trstreep@sbcglobal.net.



Dear Readers,

As has been our wont for lo these many years, I have endeavoured to provide my legions of devoted colonial readers with some holiday gift suggestions. Last year we were pleased to offer up the Lucas Replacement Wiring Loom [harness to you Yanks] Smoke Replacement Kit [[part no. 530433]. The item was such a hit that the Lucas factory was forced to add a third shift to keep up with the demand, but nevertheless the manufacturer soon was unable to keep up with the huge demand and many kits destined for the Roadster Factory, the principal U.S. vendor for the product were back ordered at that time. Now that the items are in stock, I have since received numerous queries and I should like take this opportunity to address some of the concerns about the proper use of this item.

Q: Will this smoke kit also stop oil leaks on British cars?

A: *No. The oil weepage issue has been addressed in this forum previously. British Motoring engineers specifically designed the motors on their cars to keep motorist apprised of fluid levels by allowing them to display the current status of each lubricant through a series of ingenious weep holes so that owners would not have to bother with the opening bonnets, removing dipsticks, etc. The driver need only causally glance at the area under the car to see if there's a spot to indicate that there is plenty of fluid. If there's no leak, the car is out of oil. Brilliant!*

Q: My brother Earl is currently (well for the past 18 years) working on a Spitty and he's never managed to get ANY smoke out of it yet. Could this kit make some come out of other parts of the car - I was thinking mainly about the exhaust.

A: *No. It is never wise to mix electrical smoke with exhaust smoke, particularly if its black, white or blue. Such actions could seriously contaminate the pool of pure smoke and create a mongrel race of smoke that would be genetically unbiodegradable and might contribute to global warming.*

Q: Can you get hold of clutch plate smoke? I lost all the smoke from my '55 TR2 clutch on a steep hill yesterday and now it won't accelerate properly.

A: *Check with Charles Runyon of the Roadster Factory He stocks factory approved Lucas clutch smoke.*

Q: You say this is an authentic Lucas part and offer substantial testimony that it works. It would seem impossible that it could work and also be a genuine Lucas part.

A: *This is known as the Sir John's Paradox. It can't be helped.*

Q: Can I use this device to replace the smoke in my Alfa Spider? Is Brit smoke the same as Italian?

A: *Only if it's pre-WW II.*

Q: I thought that the smoke is stored in the battery. From my experience, the smoke stops being released when I disconnect the battery, and comes back immediately I reconnect it.

A: *The battery is the 'electrical' part of the smoke system. According to the latest theories, it energizes nanosolenoids in the wiring harness that allow the smoke molecules to flow through the wires.*



Q: Could it be that the copious release of smoke from Lucas wiring looms has contributed to the holes in the ozone layer and the onset of global warming?

A: *This is a serious column - we're not discussing 'junk science' such as global climate change!*

Q: *Anyone with knowledge of Lucas products should know that the Lucas label art on the jar is wrong for this version of the smoke kit. And the lid should be black with the valve oriented 180° to the label. The smoke color itself is not original to the early cloth insulated wiring and perhaps even for the early plastic insulation. Bidders beware, this is most certainly a replica, and a poor one at that.*

A: These are replicates of the original home market kits that were exported in KD [knocked down] version to the India and were used on the ever popular four door Herald exclusive to that market.

Q: Where would I mount the smoke kit in my Mayflower? There's no room under the bonnet and the boot is filled with a large tool kit, spare tire, extra spark plugs, points and condensers, spare coil, baling wire, duct tape, five quarts of 20w-50 Castrol, tow strap, jumper cables, one gallon jug of 50/50 antifreeze, spare fuses, wire stripper, 20 ft. roll of 16 ga wire, electrical connectors, roll of electrical tape, a Haynes manual. and a Book of Common Prayer.

A: *You need the half-pint (Imperial) model. By the way, carrying all that kit of spares is just asking for trouble.*

Q: I have a 'friend' who owns a BMW MINI. Since these are Minis in name only, would induction of some real Lucas smoke make his car more acceptable among his classic Mini-owner friends? He has already taken to squirting drops of oil on the ground and only parks next to large SUV-type vehicles to help with the illusion.

A: *I think he's already doing all that can be done. Since none of the Lucas smoke would ever leak out, he'd only be impressing himself (same as now!*

Q: Will this smoke kit work for Lucas refrigerators? I heard that one of these would keep my Guinness at the perfect (room) temperature. But mine seems to be faulty and the beer is cold. Will more smoke rectify this situation?

A: *Try using a Series 2 E-type AC unit. I've found that the vent temperature is ideal for most stouts.*

Q: I have some bottles of 'bottom air' that was supplied by Dunlop many years ago. It takes up little space, because when you get a flat the top air in the tyre remains perfectly serviceable - only the bottom air needs replacing.

A: *If this is the proper bottom air for a set of 4.00x10 Gold Seals, we may be able to work a deal.*

Here are some of my recommendations for the 2006 gift exchange season

•If your middle digit becomes fatigued from excessive usage after being cut off by drivers who confuse your TR a vehicle with actual brakes, this bat-



tery operated finger will certainly cut down your odds of getting carpel tunnels syndrome.



•For those who plan to attend the annual ISOA Chilifest, this handy gas mask will certainly allow you to stay at the party until

its conclusion.



• For anyone wishing to complete an interior restoration, these dealer installed period accessories, available in a variety of pastel hues will certainly impress those concours judges



•If you are planning to do any remodeling, this attractive handle will certainly leave your spouse "flushed with pride at your good taste.



If you use your TR to haul a trailer or boat, this distinctive hitch cover will let the world

know that you drive a "Man's car."

Merry Christmas, Happy Hanukkah, and a joyous Kwanza to you all--

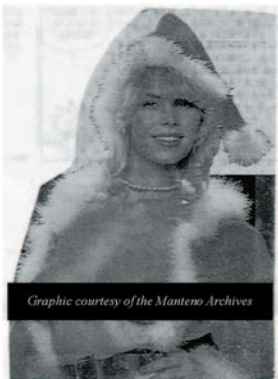
BH



Here are a few ISOA graphics that we weren't able to fit into the Nov issue of Snic Barf



Special Snic Braaapp thanks to Mark Anderson for the following most politically correct holiday greeting



Graphic courtesy of the Manteno Archives

My friends, meaning no offense, please accept with no obligation, implied or implicit my best wishes for an environmentally conscious, socially responsible, low stress, non-addictive, gender neutral celebration of the winter solstice holiday, practiced within the most enjoyable traditions of the religious persuasion or secular practices of your choice, with respect for the religious/secular persuasions and/or traditions of others, or their choice not to practice religious or secular traditions at all; and a fiscally successful, personally fulfilling and medically uncomplicated recognition of the onset of the generally accepted calendar year but not without due respect for the calendars of choice of other cultures whose contributions to society have helped make America great, (not to imply that America is necessarily greater than any other country or is the only "AMERICA" in the western hemisphere), and without regard to the race, creed, color, age, physical ability, religious faith, choice of computer platform, or sexual orientation of the wisher." (Disclaimer: By accepting this greeting, you are accepting these terms. This greeting is subject to clarification or withdrawal. It is freely transferable with no alteration to the original greeting. It implies no promise by the wisher to actually implement any of the wishes for her/himself for others, and is void where prohibited by law, and is revocable at the sole discretion of the wisher. This wish is warranted to perform as expected within the usual application of

good tidings for a period of one year, or until the issuance of a subsequent holiday greeting, whichever comes first, and warranty is limited to replacement of this wish or issuance of a new wish at the sole discretion of the wisher who assumes no responsibility for any unintended emotional stress these greetings may bring to those not caught up in the holiday spirit.)

**And if you don't like that,
MERRY CHRISTMAS**



Thanks to Mike "Toofus" Mueller for sharing this bit of appropriate prose just in time for the winter driving season.

CHICAGO IS, MY KIND OF TOWN



SEASONAL DIFFERENCES IN THE REGIONS OF THE USA

- 60 degrees - Floridians wear coats, gloves, and woolly hats. Chicago people sunbathe.
 - 50 degrees - New Yorkers try to turn on the heat. Chicago people plant gardens.
 - 40 degrees - Italian cars won't start. Chicago people drive with the windows down.
 - 32 degrees - CHICAGO--NO PLACE LIKE IT! Distilled water freezes. Lake Michigan's water gets thicker.
 - 20 degrees - Californians shiver uncontrollably. Chicago people have the last cookout before it gets cold.
 - 15 degrees - New York landlords finally turn up the heat. Chicago people throw on a sweatshirt.
 - 0 degrees - Californians fly away to Mexico. Chicago people lick the flagpole and throw on a light jacket over the sweat-shirt.
 - 20 below - People in Miami cease to exist. Chicago people get out their winter coats.
 - 40 below - Hollywood disintegrates. Chicago's Girl Scouts begin selling cookies door to door.
 - 50 below - Santa Claus abandons the North Pole. Chicago people get frustrated when they can't thaw the keg.
 - 60 below -- Microbial life survives on dairy products. Illinois cows complain of
- farmers with cold hands.
 - 460 below - ALL atomic motion stops. Chicago people start saying..."Cold 'nuff for ya??"
 - 500 below - Hell freezes over. The Chicago Cubs win the World Series
 - First you must learn to pronounce the city name. It is Chi-ca-go, or Cha-ca-ga depending on if you live North or South of Roosevelt Rd.
 - Next, if your road map is more than a few weeks old, throw it out and buy new one. If in Naperville and your map is one day old, then it is already obsolete.
 - Forget the traffic rules you learned elsewhere. Chicago has its own version of traffic rules... "Hold on and pray."
 - There is no such thing as a dangerous high-speed chase in Chicago. We all drive like that.
 - All directions start with, "I-94" ... which has no beginning and no end.
 - The morning rush hour is from 6 to 10. The evening rush hour is from 3 to 7. Friday's rush hour starts Thursday morning.
 - If you actually stop at a yellow light, you will be rear ended, cussed out and possibly shot.
 - When you are the first one on the starting line, count to five when the light turns green before going to avoid crashing with all the drivers running the red light in cross-traffic.
 - Construction on Northwest Tollway is a way of life and a permanent form of entertainment. We had so much fun with that we have added the Elgin O'Hare and the I-355 to the mix.
 - All unexplained sights are explained by the phrase, "Oh, we're in Cicero!"
 - If someone actually has their turn signal
- on, it is probably a factory defect.
 - Car horns are actually "Road Rage" indicators.
 - All old ladies with blue hair in Mercuries have the right of way. Period.
 - First Ave, LaGrange Rd, NW Highway, all mysteriously change names as you cross intersections (these are only a FEW examples).
 - If asking directions in Cicero you must have knowledge of Spanish.
 - If in Bridgeport, Mandarin Chinese will be your best bet. If you stop to ask directions on the West or South side you better be armed.
 - A trip across town (east to west) will take a minimum of four hours, although many north/south freeways have unposted minimum speeds of 75.
 - The minimum acceptable speed on the Dan Ryan is 85. Anything less is considered downright sissy.
 - The wrought iron on windows near Englewood and Austin is not ornamental.
 - The Congress Expressway (Ike) is our daily version of NASCAR.
 - The Dan Ryan is called "The Death Trap" for two reasons: "death" and "trap."
 - If it's 100 degrees, it's Taste of Chicago. If it's 10 degrees and sleeting/snowing, it's opening day at Sox Park.
 - If it's rained 6 inches in the last hour, the Western open Golf Classic is in the second round.
 - If you go to Wrigley Field pay the \$25.00 to park in the "Cubs Lot." Parking elsewhere could cost up to \$2500 for damages, towing fees, parking tickets, etc. If some guy with a flag tries to get you to park in his yard, run over him.

Chicago, there's no place like it!



BROKEN BOLT REMOVAL

[WITHOUT BLASPHEMY!]

BY DAVE "STUMPY JOE" KAYSON

One last tug on the wrench, and sure enough, the top of the bolt head stays in the socket and the rest of the stud is broken off somewhere on the car. If this sounds familiar to you, then read on. I've tried to remove broken bolts with 'easy-outs,' but usually with limited success. Normally, the easy-out snaps, making the task even more of a challenge. In fact, if the bolt is rusted, I don't think the bolt extractor method is



even a possibility. So, the only options are to either ignore the broken bolt altogether and hope that there are enough others fasteners to keep the part in place, or drill and tap the hole. If I could remove the part and carry it to my drill press, the process went smoothly, but with a center punch, hand drill, and bolt that was broken unevenly, (why don't those things snap leaving a perfectly flat surface?), let's just say your f@#%'d.

Somewhere in one of my resto-magazines, I read the following method: The problem always

occurs because you can't get the bit to center on the broken bolt and the hole is enlarged requiring a heli-coil or tapping for a larger diameter bolt. I went to ACE and bought a piece of strapping iron. [You'll find it with the other pieces of angle iron and shelf brackets.] Buy the appropriate sized (look at the tap requirements) tungsten drill bit. Tungsten is hard and will drill those bolts out like butter. Using the bit, drill a starter hole for the tap in this strap iron. Center that hole over the bolt you need to drill out. Either clamp or sheet metal screw the strap iron in place. (See picture) I was working on the back side of the "B"-post on a TR6 so I couldn't clamp it.

The starter hole will keep the bit centered and you'll get a perfect hole to tap. Because I was just chasing threads, I used my tap on a cordless drill and I had the 2 broken bolts drilled, tapped, and replaced in 15 minutes, *with no swearing.*

Stumpy Joe



New Arrivals



After considerable prodding from our humble and obedient scribe, I am now finally able to comply with his request for pictures of my newly acquired TR8. However, before I could achieve this, I first had to get it drivable so that I could get it outside in order to photograph the car. No small task. It involved, among other things, rebuilding the carburetors.

Having accomplished that, I

hooked everything up, put some gas in the tank, and turned the ignition key and viola! It started up and, better yet, kept running.

Next, it was time for a few tests to see what worked, and what didn't. The cooling fans functioned, but the temperature gauge did not. The power steering worked, but only after adding fluid, which then promptly leaked out. The clutch operated properly as did the brakes. With these systems operational, it was time for a short test drive around the neighborhood. Everything seemed fine, but the idle would not go below 2200 rpm.

Back at my garage, I checked things over to try to get the idle down, but to no avail. I decided to take another test run and pulled back into my backyard to take a few pictures. Afterwards I pulled the car back into my garage and as, I went to close the gate, I noticed a puddle of coolant under the front of the car. I assumed that it was probably just

a loose, or maybe broken, hose, but no; the radiator is puking its guts out all over the floor.

Would this be an omen of things to come? I certainly hope not.



Pat "Powerbulge" Lobdell



Dear Editor,
 I am a new moviefilm making and I wish to take pictures that have motion in your Chicago city of much wind to show to the people of glorious nation of Kazakhstan so that will learn that we are not only peoples in world with weather that, how you say, sucks. I am planning to swim in Michigan Lake that you have but I wish to have cars with no tops on in background when I dive in to water this January.



Your website says that you are "Sports Owners" which I think mean that your have cars with no tops on. Could you please to drive

them to Michigan Lake on January first so I can them put into background of moviefilm?
 Borat Sagdiyev

Dear Editor,

As I'm sure you all know, I was born and raised in Chicagoland and now that I have stepped down from public service, I plan to return to the city of my birth and take up a new business – restoring Triumphs. My new business will be called "Rummy's Rattlecan Restorations – the Home of the Aerosol Overhaul." My concern is that I may not know all of the subtle nuances of TRs. I realize that there are knowns knowns. These are things I know, like where to put the gas and how many wheels there are, but there are also known unknowns; these are things that we don't yet know, like how long and how much money it will take to restore a Triumph. It could be six days or six weeks, or even six months, although I doubt it will take that long.



But there are also unknown unknowns - the things we don't know we don't know. How do I go about anticipating these unknowns when I start to restore a customer's Triumph.

Dear Mr. R.

We have a new rule here at Snic Braaapp Towers: If we don't like a question, we won't answer it, but instead we will turn your question into a question and then we will give an answer that has nothing to do with your question, while sarcastically ridiculing you. Besides, Triumph restoration is not well known or well understood and may be too complex for you to understand. You go into a restoration with the tools you have not the tools you might want or wish to have. So we ask you, how much time and money do you have. You may be used to having unlimited funds to wage restoration, but your new customers may have limited resources, so you might adapt to working within a budget. We also suggest you brush up on your "customer service" attitude before dealing with the general public.

In these trying times, we here at Snic Braaapp Towers feel compelled to share this inspirational graphic, courtesy of Kim "Lower Wacker" Jensen, to help you through this current crisis. We hope you find as much comfort in this image as we have. Ed





“Hey! Are you guys in town for that Triumph show?” That’s how it all started.

Tim “Gizmo” Mantel and I were in Auburn, Indiana for the 2004 Triumph Register of America Convention, when some guy at the end of the bar yelled out the above conversational gambit. Gizmo, always the gregarious one, answered in the affirmative. “You looking to buy another one?” asked our new found acquaintance. “I got one for sale. Its in parts. Not sure what it is though.” He went on to describe the car in such terms that we deduced that it was a TR3.

“Does it have an overdrive?” I queried.

“I think so”, said our crony. “It’s just around the corner, Come on over and can take a look.”

“You wanna sell the just the trans?” I asked.

“Sure,” replied our companion. We finished our beverages and headed off to our new friend’s place, and sure enough, he did have TR3A with an overdrive and a bunch of other stuff. I quickly made him an offer and he accepted. He also sold me some other stuff, but the OD was the key deal maker. As it turned out, the guy even had to make a sales call in Elgin in a few weeks, and agreed to deliver the parts to my place in Bartlett for no charge.

Three weeks later, I was the proud owner of an overdrive transmission and overdrive. Since, my TR3 [not the world’s nicest TR3, just the most expensive] did not have an OD, I had long lusted in my heart for one, but had been unsuccessful in locating one at a outlay I felt was reasonable. Now that problem was solved. The following spring I took the transmission to the annual trans clinic at Pyle’s, and Billy, along with Deny

Capetto, went through the OD unit. We replaced some of the typical stuff that seemed worn out, along with a few other things that probably were too “tired” to see continued service.



The following year, Steve Yott went through the gearbox itself at the 2006 trans clinic and a few weeks later, Jay Holekamp, Mike Mueller and I took the unit to Steve’s place in Silver Lake, WI to check it for leaks, and to see if it produced enough pressure using Steve’s bench tester. After some tweaking and



replacing a few gaskets and a spring plunger that wasn’t quite up to snuff, Steve pronounced the OD and trans as “close enough.” The pressure was well within specs and I was pretty jacked up



to drive a TR3 with an extra gear or two. Mark Moore and Dave Kayson came by to help me get the trans mated to the



engine, but it refused to line up, despite the collective profanity of all three of us. Eventually, Bill Pyle came over and “shaved” a champher into the input shaft and Voila! It made that “thunk” that we all know and love when the tranny penetrates the pilot bushing.



Jay came by and double-checked to make sure that the OD wiring was right, and it was time for the acid test. By now it was May, and I hadn’t had the car out since the previous fall. We fired the old girl up; she came back to life with a minimum of coaxing. The car was still on jack stands, so I decided to check out the new/old tranny. I depressed the clutch pedal and damn; it sounded as if I had tied to jam a steel dowel rod into an electric pencil sharpener– not good! The verdict was unanimous- the release bearing, which we had to coerce quite a bit, was shot.

By now, I had the gearbox in and out countless times, and the thought of another transectomy really bummed me out. I also noticed that the customary puddle of fluid under the rear main was even larger than usual, and I decided that if the trans had to come out again, I might as well bite the bullet and pull the engine and trans together, and replace the rear main seal with the Land Rover conver-



sion. Steve Yott had mentioned that he had successfully performed this mod on TRactor motors, and I reluctantly went ahead and pulled the hood, the front clip and ancillaries in preparation for taking the block to Steve's.



Mike Mueller and Jay Holekamp came by, and we pulled the engine and trans and threw them into the back of



Mike's pickup and hauled them off to Steve's. Steve had the crank out in less time than it takes me to do an oil change. Watching him disassemble the lower part of the engine was like watching a surgeon operate. It was a thing of beauty. The



crank was out in less than an hour and from there it was off to the machine shop to shave off a few thou and eliminate the scroll on the back of the shaft in order for it to accommodate the new, and hopefully leak proof, seal.

Steve called me a week later to let me know that the crank was done, and Jay and I returned to Silver Lake. The reassembly was every bit as impressive as the removal had been. Steve is a master technician, and I learned a great deal observing him in action. We loaded the reassembled engine into my Four Runner and returned to the flatland.



While the engine was out, I noticed that the Casper's engine bay was looking pretty rough, so I decided to have the engine compartment resprayed. I had spoken to a semi-retired painter about this project some time ago, and gave me an estimate that seemed fair, [especially in light of what we learned at the November body work clinic, which will be discussed in detail in our next issue of the newsletter].

He sanded off most of the old Centauri enamel and pounded out some of the dents that had been there since the first restoration and which had always bugged me. Some of the primer lifted after the first coat, so we had to do a little more prep work but eventually the engine bay had three coats of primer, five coats of fresh base coat color and two coats of



clear.

At this writing, the engine is scheduled for re-installation in a week or so and I have all winter to remount the "stuff" on the firewall and button up the interior.

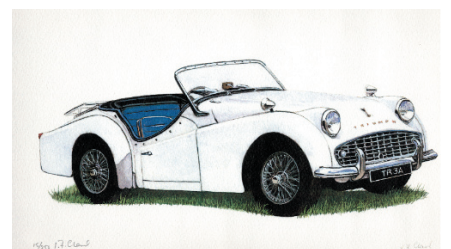
However, as you might imagine, the rest of the body is starting to look kind of shabby along side the fresh engine bay. There's little road rash on the rockers, the front clip could use a little attention around the grille surround, and the filler around one of the front fender



patch panels is beginning to crack, plus there's the spot where the tread came off my right rear bias-ply tire on I-294 that left a pretty good scar, so you can probably guess where this is heading. I figure a fresh coat of paint on the whole car is probably in Casper's future, all because of a damn throw out bearing.

Oh well, if I don't dump some more cash into this thing, I might lose my claim to owning the world's most expensive TR3.

SHOE





The Night Before Christmas

by Clement Moore [with a little update by Bob Streepp]



Twas the week before Christmas, and throughout old Chi
Town, not a Triumph was running, not even a Kenown.

My redlines were stacked near the compressor with care,
In hopes that St. Lucas would fill them with air.

Casper and Lucille were nestled both snug in their sheds,
While visions of overdrives danced in their heads.

Old missus had promised, if I came through with a gift,
she'd polish my Pule Log [if you get my drift].

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

Out to the garage I ran as fast as I could,
pushed on the opener, and tripped ober a hood.

The sparks from the Pule lights on my evergreen trees
made my driveway look like the parking lot of the Exxon Valdez.

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

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

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

Now Stalker! Now Packer! Now Elwood and Spuds!
On Toofus! On Guzzler! On Gizmo and Suds!

To the end of the driveway, inside the stall,
now grind away, file away, cut away all!"

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

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

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

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

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

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

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

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

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

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

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

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

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

And sticking his finger inside of his nose,
he flicked off a booger, and out the door he goes.

He jumped into his truck, to his crew gave the finger,
and away they all flew not wanting to linger.

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

If you forget to
tighten them,
You'll wind up with a
Boomer!





HARK THE HERALD ENGINE

BY SUDS



Hark the Herald engine sings, despite some broken piston rings.
 Solex Carb with cam so mild, fuel and timing reconciled.
 Loudly all the lifters rise. Man this Triumph really flies!
 With flip-top opening hood, Michelotti's design almost looks good.
 With flip-top opening hood, Michelotti's design almost looks good.

Four-speed trans with synchro first, it shifts just like a Hurst.
 Twelve-inch tires with bias-ply, Holds the road like a Fer-ra-ri
 With back seat room for three, I can take my grandkids to a drive-in movie.
 With back seat room for three, I can take my grandkids to a drive-in movie.

Lucas wiring with positive ground, the radio has AM "Wall of Sound."
 In-line four with power to spare, my Herald outruns the tortoise, but not the hare.
 Fixed-head coupe, drop-head or estate, I just wish they'd put in an eight.
 Fixed-head coupe, drop-head or estate, I just wish they'd put in an eight.



THE TWELVE PACK OF CHRISTMAS

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



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



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



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



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



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



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



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



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



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



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



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



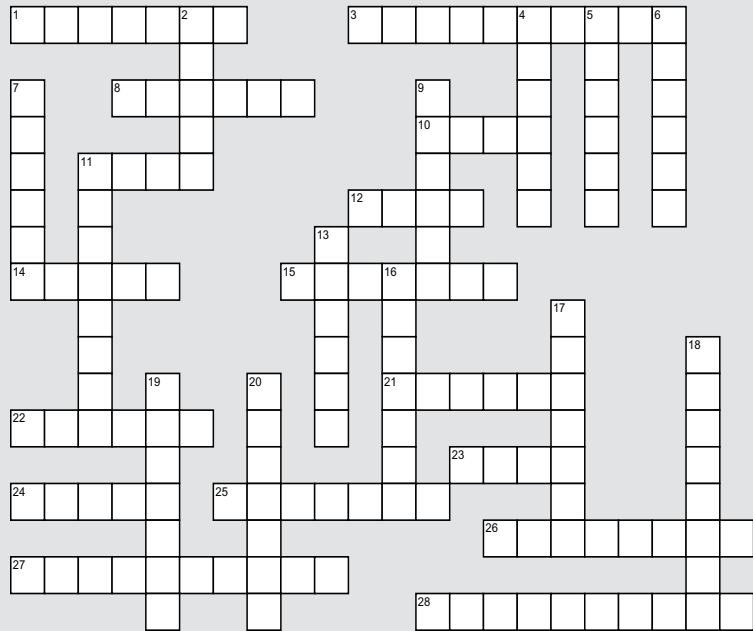


ISOA TECHNICAL ExSPURTS

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

Dec. ISOA Crossword

Triumph People & Places



www.CrosswordWeaver.com

ACROSS

- 1 Frank _____, designed the 1800 Roadster
- 3 Ken _____, head of Triumph Works programme who drove TR2 more than 124 MPH in 1953
- 8 Donald _____, designed and drove the Triumph Dolomite and later operated his own British Sportscar company
- 10 Donald _____, designer of motor that powered Herald and Spitfire
- 11 Mike _____, former marketing executive with Triumph; now editor of VTR magazine
- 12 Allan _____, star of TV series who posed for Triumph ads in the 1970s and drove a TR6
- 14 Triumph factory outside Liverpool factory where TR7s were built; site of labor strike in 1977
- 15 Highway in Belgium where TR2 established speed record
- 21 Bob _____, most famous Triumph driver for Group 44
- 22 Sir Bentley _____, ISOA resident

authority on all things British

- 23 Dorothy _____, president of Cal sales; namesake of the Doretti
- 24 Joseph _____, electrical engineer who said "A gentleman does not go motoring about after dark."
- 25 Rick _____, author of "Engine Summer" and first Snic Braaapp editor
- 26 Harry _____, tractor manufacturer who partnered with Standard-Triumph
- 27 Giovanni _____, designed several Triumphs, including Herald and Spitfire
- 28 Maurice _____, famous Triumph works driver who excelled in road rallying

victory in SCCA Championship Rur Offs at Road Atlanta in 1976

- 7 Site of 1961 race where Triumph t cam TRS's took team prize
- 9 Tony _____, 2005 VTR guest speaker and editor of Triumph Wo magazine
- 11 City where triumphs were [mostly] and where Lady Godiva rode naked
- 13 Site of factory where the last TRs v built
- 16 Sigfried _____, founder of Triu
- 17 Kas _____, engineering guru wh managed Triumph USA racing team and designed 250 Special
- 18 Walter _____, designed the TR2
- 19 Harry _____, Chief Engineer c Triumph for a decade who oversaw mechanical development of the TR: Herald/Vitesse. Triumph Dolomite/2000 and the Stag
- 20 Peter M. _____, designer of reversible ratchet and namesake ISOA monthly award for benevoler

DOWN

- 2 Sir John _____, manager of Standard-Triumph in the 1950s
- 4 Charles _____, proprietor Triumph parts company
- 5 Lord _____, sales of director of British Leyland who became chairman of Triumph Division
- 6 Paul _____, actor who starred in "Cool Hand Luke" and drove a TR6 to

Answers on page 16





As socially responsible journalists, we here at snic Braaapp Towers feel duty bound to share this bit of timely holiday advice which appeared recently America's finest news source, the Onion,

the ONION presents

DRINKING RESPONSIBLY DURING THE HOLIDAYS

The holiday season is a time to enjoy family dinners, office parties, and get-togethers with friends. Festive drinks and tasty punches often contribute to the holiday revelry, so here are some tips to help you celebrate sensibly:

- If you are a woman, remember women are more sensitive lo the effects of alcohol. If you are a man, remember: women are more sensitive lo the effects of alcohol.
•Always drink from the bottle labeled "XXX. The bottle with the skull-and-crossbones on (he from is poison.
•Drinking alone is a telltale sign that you know better than to put up with anybody's bullshit.

- Drinking more than seven nights a week is not just irresponsible, it's impossible.
•If someone you know is too drunk to drive, demand that he let you have his car keys. If he refuses, pull out a gun and demand the car keys again. This also works with people who are not drunk, and whom you do not know
•Never [We repeat - Never!] try to keep up with Mike Mueller.
•While standing in the middle of the road at 3 a.m. yelling expletives at your ex girlfriend, wear light-colored clothing so motorists can see you.
•Once you get married and have kids, stop drinking tons of whiskey and switch to drinking tons of wine.
•Always re-cap your flask between

swigs. This lengthens the amount of time between drinks.

- Don't mix alcohol with stereotypes. If you are Irish, drink rum. If you are a pirate, drink whiskey.
•Don't drink and drive. Disregard this if you happen (o be one of (hose people who drive better drunk.
•If you suddenly find yourself impaired by alcohol, prevent any social awkwardness by informing all those present (hat you profoundly love them, and that you never get this drunk.
•Never use alcohol to escape feelings of failure and loneliness. Use Vicodin.
•Before heading out lo the office holidaparty, tape a handcuff key to the inside of your watchband. Just trust us on this one.



TRIUMPHS IN THE NEWS

In the December issue of Road & TRack, the publisher's of that esteemed periodical awarded their "Trophy for Cars We'd Most Like to Drive" to John Riddings Lee of Texas who displayed his Dolomite 8C at Quail Lodge. R&T also devoted several paragraphs to the car in their Tech Tidbits column. This is the same car that Irv Korey described in his article on the 2006 VTR.

2006 ISOA

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Triumphs Forge Ahead!

Join Delaware Valley Triumphs, Ltd. in Valley Forge, Pennsylvania
And celebrate the 50th Anniversary of the TR3A

Reservations available now at the Sheraton Park Ridge Hotel
Mention the "Delaware Valley Triumph VTR 2007 Convention"
To get special telephone-only rates – 800-325-3535

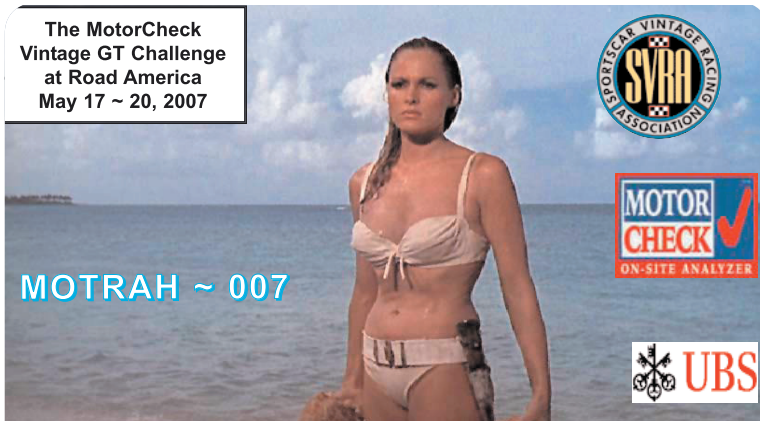
2007 Vintage Triumph Register Convention

July 17th through 21st 2007

visit our website for more info – www.vtr2007.com



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



MOTRAH ~ 007

INTRDUCING ~ MOTRAH 007

Mark your calendars! Sportscar Vintage Racing Association has just announced that it will feature Morgan, Triumph, and Austin Healey (MOTRAH) vintage race cars in an all out feature race challenge on the weekend of May 17-20 2007! We thought we would shake (not just stir) things up a bit in the interest of great vintage racing. Therefore, Morgans, Triumphs, and Austin Healeys will not be battling just one marque on the track as in a typical challenge but two! Details of his event are still being developed by HQ but of course we will have a lot of fun with the 007 theme. We will be picking our choice for the next 007 car and driver out of the MOTRAH participants, and who knows, maybe even the next Bond girl. In addition to the great race activities being planned, we have not forgot about the street car clubs wishing to attend his event. MOTRAH clubs could use the beautiful drive to Road America as your club's spring drive and once you get here we are working hard on many details for a MOTRAH Car Show, Rally, and even a Gymkhana. Also, don't forget about the street car track touring as SVRA will be issuing a complementary touring discount to all MOTRAH cars. Ok participants, this early announcement of MOTRAH 007 will give you plenty of time to get those missile launchers, wheel tub slicers, and ejection seats installed in your MOTRAH of choice (No oil slick generating devices please).

For more info contact: (Morgan) Bob Wilson aka Kermit at Kerm1@aol.com , (Triumph) Joe Alexander at v197TR4@cs.com , (Austin Healey) Jeff Johnk at jeffj@centuryrefining.com , or stay tuned to SVRA's website at www.svra.com.

See you all at MOTRAH 007!

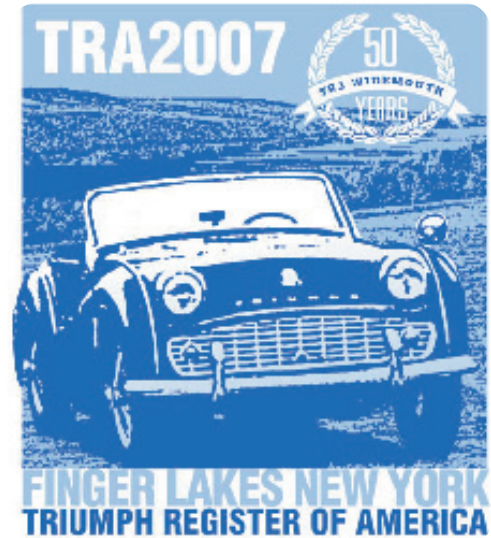


Bob Harrington Photo

2007 dues need to be paid by the March meeting. Anyone who has joined the club since September is automatically paid through the end of 2007. Dues are \$25.00 per year and check should be made out to



"Illinois Sports Owners Association."

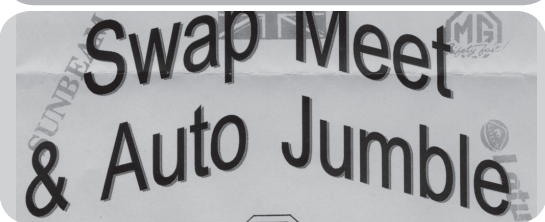


June 12-16, 2007

Triumph People & Places

Solution:

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Sunday, February 25, 2007
DuPage County Fairgrounds



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

Nearly fifty Coventry Irregulars gathered at the Golden Pheasant to enjoy Steve & Debbie Mack's hospitality on Sunday, November 5th. Mark Stevens, formerly of Richmond VA, now living in Hoffman Estates, [and the owner of a TR3] was the only first timer in attendance.

President Joe "Stagmeister" Pawlak got the meeting under way at precisely 7:13 [7:00 official ISOA time]. The meeting started with Kim "Lower Wacker" Jensen encouraging attendees to purchase Regalia, especially the Henley shirts which are on closeout at only \$10.00 each. Joe Pawlak also did a brisk business selling many 2007 ISOA calendars at only \$7.00, cheap at twice the price.

There was also a brief round table discussion of "project updates" from those of us completing various winter tasks in time for next year's driving season. Peter "Maestro" Conover spoke about preparing his Healy for market at the Ameila Island Auction. Your humble and obedient scribe spoke about the world's most expensive throw bearing project on my TR3, and Jack "Spuds" Billimack described his progress, or more accurately, his lack thereof, on replacing his Herald engine with the "Big Block" Spitfire motor.

Joe Pawlak then entertained nominations for the 2007 ISOA Board of Directors. [The nominees are listed at right] The elections will take place at the December meeting.

Jack then recapped some of the recent club events from the past month. Tim "Yacker" Smith discussed the recent Six Pack TRials, Jay "Cannonball" Holekamp described the recent excursion to South Carolina

for Euro Autofest, I talked a bit about the "Tail of the Dragon" drive through the Smokies on the way back, and Denny Capetto spoke about the recent Halloween party held at Pawlaks.

Jack then spoke about upcoming events, including the body work clinic scheduled at Pawlaks, the Big Bash, and a transmission clinic in February, probably at Pyles.

Following Jack's presentation, nominations were placed for the Peter M. Roberts and the Boomer Awards. The Boomer nominations went to Tim Smith, for leaving the meeting early so as not to get stuck with the Boomer, Mike "Hands" Blonder, for not getting the motor back into his car in a timely fashion, and Roman "Curious" Hrynwicz for driving to an event with no tools in his car. Needless to say, the "trophy" was presented to Roman.

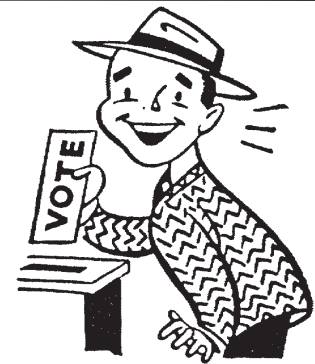
The Peter M. Roberts Award nominees included: Dave Kayson and this reporter for assisting Jim "Screamer" Aldridge in installing a top [hood to you anglophiles] on his TR6, and to Debbie "Murphy" Larson for keeping her cell phone and credit cards handy, just in case of an emergency, like getting wacked by a careless driver. The coveted chalice is now on prominent display in Shorewood.

The meeting broke a little after 9:00. Begging your continued forbearance for any unintentional errors or omissions, - your humble and obedient scribe-

Suds



Meeting Stuff



2007



BOARD NOMINEES

STEVE BAILEY

BRUCE BARNETT

JACK BILLIMACK

MIKE BLONDER

TIM BUJA

KIM JENSEN

KEN KENDZY

IRV KOREY

MARK MOORE

MIKE MUELLER

JOE PAWLAK

SHERRI PYLE

BOB STREEPY



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: GT6 gas tank complete from a 1973 Mk3 with float, gas cap and vent lines \$25.00; Spitfire Engine / Suspension turners right and left off a 1976 Spitfire 1500 \$10.00 each; Monza exhaust off the same 1973 GT6, rusty but complete from downpipe to rear tips. Try it ..it's loud! \$20.00 ; Spitfire/Herald/Vitesse? 4:11 Diff. \$10.00; Spitfire 3 rail gearbox \$20.00 Misc Spitfire stuff. Parts can be picked up or I will deliver to upcoming Clinics Kim Casper 262-878-2337 or email kcasper@wi.rr.com [10/06]

For Sale: 4 Revolution style wheels with 3 sets of lugs (7/16") and washers; back spacing is 4," 2 1/2" center hole. Also, 4 Panasport style wheels with tires with 4 sets of lugs (7/16") and washers; back spacing is 4" and has a 2 7/8" center hole. Tires are Pirelli 185/60s. Bolt pattern is 3 3/4" on both. Asking \$90 per wheel for the Revolutions and \$80 for the Panasport style with the tires mounted; negotiable. Delivery to Chicago area possible pictures at: ptsnet@btc-bci.com [11/06]

For Sale: 1970 TR6 / Maroon, 98,000 Mi., Good Condition / have parts for interior that needs some work. Sue: (630) 235-9397 [11/06]

For Sale: Four 185 x 15 Michelin redline tires mounted on powdercoated TR6 rims. Approximately 10k on tires. Includes stainless steel trim rings, center caps, and lug nuts. \$350.00 or best offer. Pair of early [1970-72] TR6 door panels. Black Exc. cond. \$60.00. TR4 transmission [non OD] rebuilt 6k ago. Exc. cond. \$300.00 obo. Bob Streepy ph. 630/372-7565 or email: trstreep@sbcglobal.net. [12/06]

Wanted: TR 6 Differential, good usable condition, 3.7:1 ratio (std). Jay Holekamp - 630.653.0610 or jholekamp@yahoo.com [12/06]

Coming Inside Your January SNIC BRAAAP
 ISOA Events Calendar
 "Year in Review" Collage
 Body Work Clinic Report
 New Arrivals - Drippy's TR250
 Monthly Mumblings
 Advice to the Shopworn
 British Reliability Run
 Health Braaapp
 Classifieds
Lots More Stuff!

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



- | | |
|---------------------|----------------------|
| Mike Mueller 12/02 | Dave Mullin 12/17 |
| Kathy Smith 12/03 | Peter Schoppel 12/20 |
| Terry Marski 12/04 | Ed Mitchell 12/21 |
| Jake Jaquet 12/07 | Price Barrett 12/24 |
| Brent Groza 12/11 | Chris Hall 12/26 |
| Bob Crowley 12/14 | Pat Morse 12/27 |
| Rick Miller 12/14 | Carole Mikonis 12/28 |
| Donna Jaquet 12/15 | Ryals Cheek 12/29 |
| Rosanne Felix 12/15 | |

MEMBERSHIP COUNTS:
 memberships 161 - members 234

NEW MEMBERS
 Denise & Pete Ballard
 16521 Edgewood Rd, Plainfield, IL 60586-9620
 (815) 436-8248 75 Spitfire 1500

 Donna & Glen Skrzypek
 30W260 Estes St, Naperville, IL 60563-9660
 H:(630) 393-9818 74 TR6

 Mark Stevens
 5861 Haverford Way, Hoffman Estates, IL 60192-4118
 H:(847) 466-5744 59 TR3A

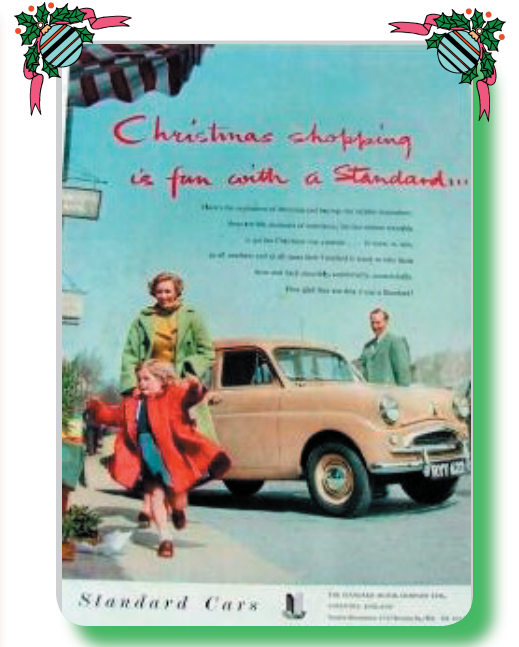
Featured Regalia of the Month



Show your club pride by displaying this highly aromatic badge, [after all you don't need no stinkin' badges]. Measuring three inches in diameter and made of brass, it is finished in ISOA official colors.. This emblem will let the world know that you belong to the world's greatest car club. Accept no substitutes. Only \$10.00 – cheap at twice the price. Buy several. These make great stocking stuffers.



Roadster Factory Graphic



ISOA ON THE INTERNET

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

ONLINE ROSTER ACCESS INFO

DECEMBER 2006



THE REAR VIEW MIRROR

ISOA TECHSPURTS WORKING ON NEWSLETTER EDITOR'S TR3
[Not the world's nicest, just the most expensive]

Snic

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

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