



SNIC BRAAAPP

JANUARY 2007

Vol. 1# Issue No. 413, \$4.95 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-SECOND YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

HELLO DOLLY! BODY WORK 101

DOIN' THE BUMPS & GRINDS IN YOUR PRIME[R] - TEXT & GRAPHICS BY BOB "SUDS" STREEPY



A throng of nearly thirty members of the Illinois Sports Owners Association gathered in the garage/workshop of Joe "Stagmeister" Pawlak on the grounds of the Hampshire Quarterhorse and Triumph Ranch. The assemblage convened early on the morning of Saturday, November 18, to observe and discover bodywork techniques from Joe and Steve "Drippy" Yott, who co-conducted the final club technical clinic of 2006. [Ed note: watching these two in action, it was abundantly clear that we saved the best workshop for last.]

The body panel selected for "attention" was a TR3 widemouth nosepiece that had clearly seen better days. There were plenty of examples of areas on this particular

front clip that needed work, and Steve and Joe attacked several spots, including one that had been addressed by a previous bodyman, just not very well. Most of the areas in need of work were relatively typical of this part, thus making this project particularly interesting to your humble and obedient scribe, since one of the areas on Casper, [not the world's nicest, just the most expensive TR3] in need of "help" is the front clip.

Continued on page 7

Inside Your January SNIC BRAAAPP

ISOA Events Calendar
"Year in Review" Collage
New Arrivals - Drippy's TR 250
Monthly Mumblings
Advice to the Shopworn
British Reliability Run
Health Braaapp
Classifieds

Lots More Stuff!

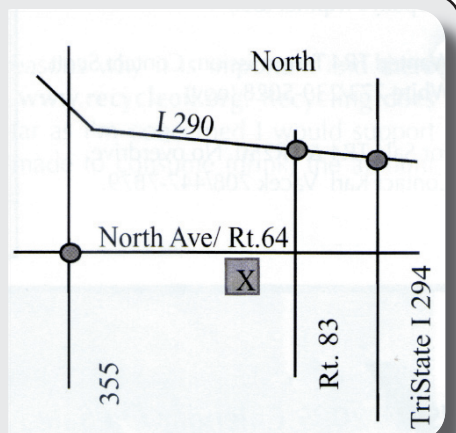




ILLINOIS SPORTS OWNERS ASSOCIATION

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

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



ISOA UPCOMING EVENTS

| Month | Date | Day | Time | Event |
|-------|----------|------|---------|---|
| Jan | 1st | 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 |
| | 27th | Sat. | | Transmission Clinic, Pyle's, 320 N. Linden, Itasca |
| Feb. | 11th* | Sun. | 7:00 PM | ISOA General Membership Meeting [Board 4:30] *not the first Sunday |
| | 17th | Sat. | | Brake Clinic, Mueller's 365 N. Edgewood, Wood Dale |
| | 25 | Sun. | | British Parts Swap Meet at Du Page County Fairgrounds Ph. Jim Evans (630) 858-8192 for additional information |
| Mar. | 4th | Sun. | 7:00 PM | ISOA General Membership Meeting [Board 4:30] |
| | 17 | Sat. | | Chili Party Details TBA |
| | 24th | Sat | | Carb Clinic, Pyle's, 320 N. Linden, Itasca |
| Apr. | 1st | Sun. | 7:00 PM | ISOA General Membership Meeting [Board 4:30] |
| | 14th | Sat | | Distributor Clinic, Jensen's, 903 Lilac, Joliet |
| 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 |
| Jun. | 3rd | Sun. | 7:00 PM | ISOA General Membership Meeting [Board 4:30] |
| | 12-16 | | | TRA National Meet, Finger Lakes, NY |

SNIC-BRAAAPP is published monthly, and should be expected before each ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter. 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. SNIC BRAAAPP has been found to cause nausea in laboratory animals. Consult your health care provider if abnormal retinal bleeding occurs.

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

January seems like an fitting time to gaze into the future, as well as to take a peek back over the preceding twelve months. 2006 may not have been a particularly good year for Tank Johnson, Michael Richards, Mark Foley, Ted Haggard, or Donald Rumsfeld, but it was certainly a successful one for ISOA. A glance back over the last year's worth of newsletters reveals that ISOAers participated in more driving events, car shows, club social functions, and technical clinics than many clubs can only

fantasize about. A cursory glimpse at the activities on the docket for 2007 would indicate that more of the same is on tap in the upcoming year.

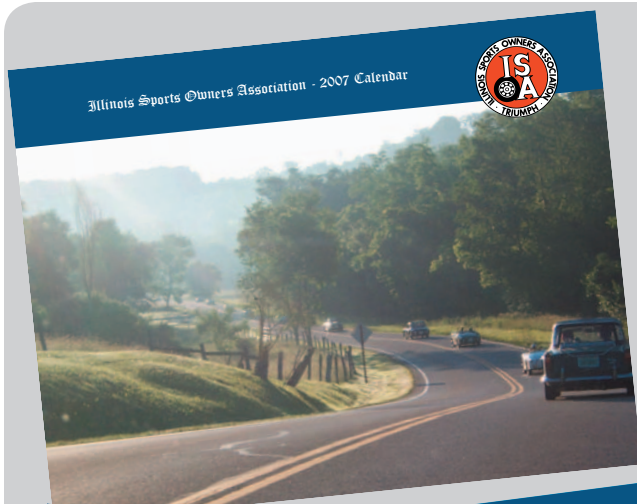
It's difficult to imagine a Triumph organization anywhere that can boast a litany of activities that could rival ours. Therein lies the rub; I believe that some members just take it for granted that these things just "happen" when, in fact, a considerable behind-the-scenes effort is required for the movie nights, campouts, picnics, breakfast runs, tech sessions, etc. to take place.

As you ponder your various new years resolutions, this might be a good time to ask yourself if you are doing your fair share to help keep our organization the envy of all Triumphdom. If not, consider hosting a clinic or organizing a breakfast run. How about jotting down a couple of paragraphs on a Triumph project you

have worked on and submitting them for inclusion in the newsletter? In this digital age, snapping a few pictures of a Triumph-related activity you have been involved in is not much of a sacrifice. If everybody pitches in and does something during the course of 2007, it will definitely be yet another banner year for ISOA's "A good time was had by all" file.



Suds

*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.

JANUARY 2007 GARAGE TALK
BY JOE "STAGMEISTER" PAWLAK



At the December membership meeting we conducted the board of director elections for ISOA. While some may have

apathetic views on any general electoral process, I for one do not. It is important that the people you select to run the day to day operations of the organization be the ones who reflect what the club desires. The current board of directors has been running things for awhile and has been selected once again to continue. I certainly hope that the selection of these folks are a true reflection that the membership likes the way things are going. At the other extreme, we would hope that you didn't put us in place because you

didn't care one way or another.

Many operations of the club may seem easy but it is only because of the high participation rate we have in many of the activities. The whole thing would pretty much suck if nobody showed up for stuff, so maybe we are doing things ok. I truly feel that there are several strengths to the club. First the camaraderie is second to none. Outsiders observe that it seems to them that we genuinely like each other. For the most part that is true. We can all be dysfunctional in our own special ways, but we do generally get along. The second strength is the diverse activities we try to schedule throughout the year. In 2006 we tried some new stuff, but looking back we have been trying new things each year. The third strength is the technical prowess of the club. The intellectual diversity of it's members in terms of Triumph ownership is well known across the country. We have other strengths but all in all we have some strong bragging rights on behalf of ISOA.

I can say that the board has

really busted butt in trying to keep things interesting. At the January meeting or at the Big Bash, we will announce the 2007 officers. The board of directors are elected positions and the officers are appointed. Please give these folks your support, we are all in this together to make the hobby fun. It is boring working and driving these cars by yourself. The officers and board members do need your help by your continuing feedback and suggestions. If you have a concern, tell us about it. Don't let it turn into something nasty. When you do tell us, offer a suggestion on how YOU would take care of it or do it differently. We are not mind readers and often are juggling a million other details. Did we hear complaints about the club in 2006? Yup we did. Some of the concerns we can take care of and try to fix, yet others we can not address. The biggest complaint is no free beer at the meetings. Who is Sir Bentley Suds anyway?

Stagmeister

BIG BASH 2007

The Annual ISOA Party & Awards Night, Saturday January 20th, 2007
DesPlaines Elk's Club, 495 Lee Street, DesPlaines, IL [ph. 847/824-1526]

Great company, beer, food, photo show of 2006 events, super boomer, tall stories, mercifully brief special awards presentation

6:00 PM cocktails [cash bar] & hors d'ourves - BBQ meatballs, cocktail franks, onion rings, egg rolls, cheese dip and crackers, relish tray

7:00 PM dinner [choice of entree: broiled Filet Mignon with mushroom cap , poached salmon fillet with Hollandaise on the side, or Chicken Marsala sauteed with wine and mushrooms]

\$30.00 per person

Bring your check to the January meeting or mail to:

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



Snic Braaapp is published monthly by:
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Joe demonstrated the proper use of various hammers and dollies, [no not that kind of dolly!] to shrink any dents and then pounded them out so that the end result was a contour that was considerably better than anything that came off the assembly line in Coventry. [Try as I might, I still can't quite fathom how hitting something with a hammer can make it smaller, but, believe me, I've now tried it for myself, I'm a believer.]



Joe and Steve then explained the proper use and various tools used by body shop professionals and allowed some of the "students" to use them. In addition, they explained to the largely amateur audience when and where to use these implements, and equally as important, when and where not to use them.



The tech facilitators also spoke about different ways to prep a part for bodywork, including when to dip and when

to sandblast, what chemicals are appropriate for various applications, and where various shops that provided these services were located.

Joe then demonstrated his plasma cutter as he removed some material that was deemed too far-gone for repair. During their demonstration,



Steve and Joe also employed cut-off tools, die grinders, and other implements of potential destruction in the wrong hands, and they talked about the different types of wheels to use as well as when to use the various tools



themselves. They then fabricated a piece of replacement sheet metal to install along the mating surface between the clip and the fender, which they then welded into place.



During the fitment, Steve also showed the group a set of Cleco Pliaers, used frequently in the aircraft industry, which allows a piece to be



clamped and removed frequently as it is shaped and filed to fit. All the while, they kept a running commentary on different types of welders and which ones were most appropriate for certain applications.

Following a delicious lunch provided by Schnapps and Spiderlady, the session resumed with a symposium on painting, with those in attendance getting a chance to play with Joe's spray gun.



This clinic was yet another example of just how fortunate we in ISOA are to have

access to the skills and knowledge of such talented individuals.

The only downside, was that these guys make it look so damned easy to do professional quality work, that many of us may have been tempted to actually try some of these things at home. Speaking from personal experience, this may not always be such a good idea.

Seriously, even if someone is not confident trying to take on bodywork himself, this clinic certainly provided a wealth of information to give anyone in need of such services a thorough enough knowledge base to intelligently discuss their project with professional body man.

Suds



BRITISH RELIABILITY RUN 2006

BY MARK ANDERSON

ISOA SR MICHIGAN CORRESPONDENT

October 13th - [Yes Friday the 13th]. What a truly appropriate day to begin my fourth "America's British Reliability Run." This year's route will take us through Ohio, Kentucky & West Virginia. The Plan: my co-pilot, Kerry Fores, is to take a peaceful 3-hour flight from his home in Oshkosh, WI, to my place Adrian, MI in time for us to depart for Massillon, OH, the starting point for this year's run.

The reality: Kerry had to drive his '74 TR6 9 hours through snow squalls (Consequently, no flight) to get to Adrian. If that weren't enough, Kerry's alternator went bad while driving through Chicago. After a brief examination, he found that the mounting bolt had broken. Question, where does one find a 5" long bolt in the middle of Chicago? Kerry, always the observant one, had noticed a Fastenal store a few miles back, and yes, they had a bolt that would fit. With the alternator fixed, he continued his journey to Adrian unscathed. We then packed up my TR6 and headed east to Massillon. Upon arriving at the hotel, we met the other 30 teams and wandered across the street to Kozmo's Restaurant for the kick-off dinner. That's when the first real crisis occurred - they did not have any Newcastle Brown Ale! Consequently, we had to settle for some domestic beverages. We received our route books, had a great dinner, and headed back to the hotel for some sleep.

•**Saturday, 7:00 AM, 40°F, 715 miles to go, and we're off.** The drive through the country for the first 100 or so miles was

very pleasant. The sun had come out, and it turned into a beautiful day. The next part of the route was just what we were hoping for; twisty, hilly mountain roads - British car heaven! Just before noon, a Spitfire ahead of us began to emit copious quantities of some fluids, [water?, oil?, blinker lube? we weren't quite sure]. A stop at the next gas station revealed that a hydraulic line on the supercharger [ed note: supercharger?!] had cracked. Efforts to perform a roadside repair failed, so Wayne Larose, in his "Willie Maekit" mini estate, stayed with Dale Smigelski to find parts to repair the Spit. The rest of our group headed on down the road toward West Virginia. After a quick lunch stop in St. Mary's, WV, the roads became even twistier, and very hilly with countless switchbacks. Very challenging to drive, but an absolute blast.

Further down the route, Kerry was taking his turn driving, when a BRG TR6 pulled up on our passenger side (remember



we are on 2 lane twisty mountain roads) with a sign in the window reading "ALTERNATOR??" After stopping at the next scenic turnout, we discovered that our illustrious leader, Blake Discher, had his alternator go up in smoke. Now we all are familiar with the British car tradition of bringing along spare bits for our "reliable" cars, but what is the chance of having a correct alternator for a TR6 in a group of 5 vehicles? Well, Blake lucked out; Sue Snyder had a spare unit with her. Another potential breakdown plot foiled!

Our next stop was at the New River Gorge Bridge in West Virginia. It is the world's second largest steel span bridge and the second highest bridge in the United States. It really is an amazing structure and reduced the time to cross the gorge from 40 minutes to less than one minute. From there, it was time to finish the last leg of our route for the day. We arrived in Hurricane, WV, at 7:30 PM, after twelve and a half hours of negotiating narrow, winding, mountain roads. That, to me, defines the reason I own a Triumph.



Wayne and Dale had found a NAPA store, fabricated a new hydraulic line, and continued running the entire route like a pair of bats out of hell. They arrived only a couple hours after we had, and were ready for some beer. We were tired, cold, and sore, but we were all still smiling. After a great dinner and a parking lot tour, Saturday was complete.

•**Sunday, 7:00 AM, and its fricken' cold!** There was ice on the cars, a true British morning. We all departed for a breakfast at the local Bob Evens, when another TR6 owner had found his newly replaced heater valve leaking water. With a quick announcement of the problem to everyone at the restaurant, sure enough a new heater valve was located in someone's boot, and the third potential breakdown was foiled! We left Hurricane and traveled off the main road onto some cow path that Blake had found so



that we could stage for a group photo. Now don't get me wrong, it was a paved cow path, but traveling a hilly, twisty, barely one lane road with two-way traffic at 40 to 50 MPH was, well, let's say, "exhilarating." The thrill was compounded since I had lucked out with the lead. As I drove up, down, and around blind corners, Kerry was calling over the CB to those behind us to inform them that the road was clear of oncoming obstacles. Fortunately, the few approaching vehicles we encountered did not appear at the apex of any turns. Once we arrived at the park and took the group photo, Kerry's blood pressure started to return to normal. From there, we continued back on to the main route towards Kentucky.

The next several hours continued to provide enjoyable driving through more

twisty roads on a gorgeous sunny day. Once back in Ohio, we left the mountains behind us, however, we were still in very hilly country with yes, more twisty roads. The level changes were steep enough that as we came up out of a valley, we could not see the road dropping off the other side until we were over the ridge. This was especially fun, since the road often would turn sharply immediately after cresting the hill. Oh, I forgot, to mention that this was Amish country, and there were lots of slow moving buggies in the road. What fun! We made it through without any equine DNA or various buggy parts splattered on the grille, and returned to Massillon around 5:00 PM, tired and with lots of road grime on the car and on us. Nevertheless, I would have driven it again in a heartbeat. After all, this is why we have sports cars, right? After



a good dinner at Kozmo's, [yes, the place without Newcastle], we headed back to the hotel for a good night of rest.

•**Monday, 7:00 AM, a little warmer, and with the sun starting to show.** We headed for home and Kerry and I arrived in Adrian 3 hours later. We loaded up his TR and he departed for Oshkosh. This time he took the Skyway and, with better weather, made it home in less than 7 hours. I would like to thank Blake and all those who helped to put this run together. It was a fabulous route, and we had a great time with fellow British car blokes. Cheers.

Mark Anderson



PS – Note to Blake - next time, can we have warmer weather?

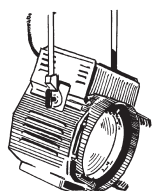
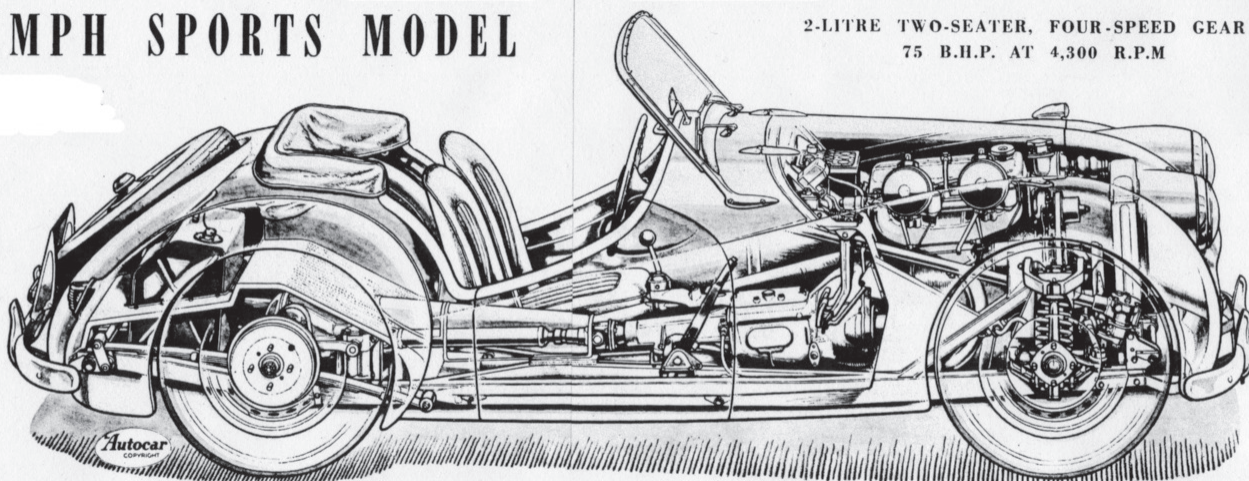
ISOA TECHNICAL EXSPURTS

| | | | | | |
|--------------------|---|---------------------------|--|----------------------------|--|
| TR3 | Bill "Whizmo" Pyle 630/773 4806 | TR6 (Late) | Irv "Elwood" Korey 847/831 2809 | Stag | Joe "Stagmeister" Pawlak 847/683-9683 |
| TR4 | Pat "PowerBuldge" Lobdell 219/942 1263 | TR7 | Phil "Factor" Fox 630/662 7721 | General Tech-Weenie | Bill "Whizmo" Pyle 630/773 4806 |
| TR4A | Steve "Drippy" Yott 262/997-0701 | TR8 | Tim "Tool Man" Buja 815/332 3119 | Machinist | Bob "Opera Man" Crowley 630/355 2170 |
| TR250 | Tim "Yacker" Smith 630/428 2620 | Spitfire - (Early) | Joe "Stagmeister" Pawlak 847/683-9683 | KeyMaster | Bob "Senile" Donile 630/837 3721 |
| TR6 (Early) | Jeff "Stalker" Rust 815/874 5623 | Spitfire - | Steve "Sniffy" Yezo (Late) 847/855 9482 | Electrical | Joe "Stagmeister" Pawlak 847/683-9683 |
| | | GT6 | Dave "Snake" Shedor 847/9375078 | Paint, Body, | |



TRIUMPH SPORTS MODEL

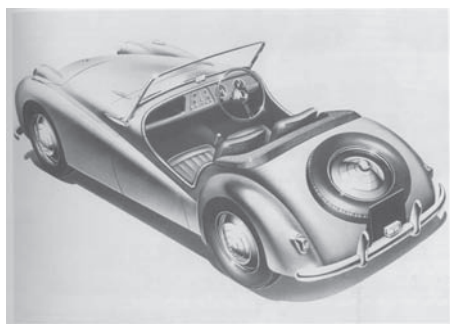
2-LITRE TWO-SEATER, FOUR-SPEED GEAR BOX.
75 B.H.P. AT 4,300 R.P.M



SPOTLIGHT ON TRIUMPH TR2

BY BOB STREEPY
SIXTH IN A SERIES

Following the tepid reaction of the lucrative North American market to Triumph's initial post war offerings [i.e. the 1800 & 200 Roadsters], managing director Sir John Black ordered chief designer Walter Belgrove to design a car that could compete with the XK120 and MG TD. The TRX had been cancelled due to anticipated problems with then high tech ancillaries, so Belgrove started with a clean slate and ultimately came up with the Triumph 20 TS [Triumph Sports] prototype which made its debut at the 1952 Earl's Court Motor Show.



Actually, the inspiration behind the car has long been rumored to be a late 1940s British homebuilt [hot rod] car fabricated by an enthusiast rally driver named Ken Rawlings. Buttercup, as it

was known, was built using many Standard parts, including a Vanguard engine and transmission. Sir John denied any knowledge of the car, but research seems to indicate that Standard Triumph executives were well aware of the existence this car.



Belgrove initially modified the prewar Standard 9 chassis and added Mayflower front and rear suspension to go along with the 1991 CC Vanguard wet liner four, which now sported an additional carburetor. There was no trunk on the prototype, and the spare was mounted into the rear deck; nevertheless, the overall design gave a look into the future of Triumph sports cars for a decade to come.

The prototype, which was far from being fully functional, generated a great deal of interest at the Earl's Court, but further development was necessary, and Ken Richardson, a test driver from BRM with considerable background in engineering, was invited to evaluate the car and offer suggestions for improvement. He is alleged to have



told Sir John that the car was "a bloody deathtrap," much to the dismay of the autocratic Black. Sir John uncharacteristically accepted Richardson's criticisms, mostly centered around the chassis and suspension, which he felt was much too "flexible" for safe driving in any kind of competitive environment.

In its original state, the 20TS was also quite anemic and only capable of 78 mph. In addition, there were numerous problems with gear ratios, brakes, and body vibrations.

Since the Standard Triumph brass wanted to have the car fully sorted out in time for the Geneva Motor show in March of 1953, Richardson, along with a team of S/T engineers, was brought in to produce a finished product. He had three months to complete the turnaround, and in retrospect, achieved a miracle.

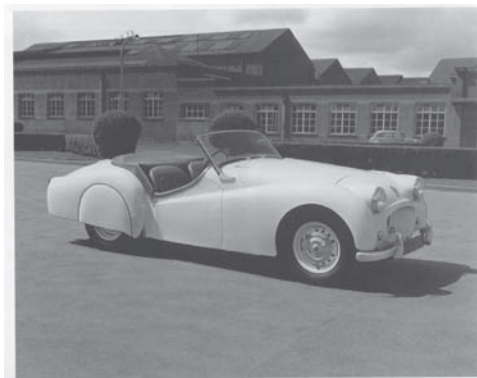
Richardson and his team tweaked the chassis, suspension, brakes, and drive train over the next three months, while Belgrove redrew the rear end of the car, ultimately featuring a trunk and separate storage area for the spare tire. The windshield frame was slanted to prevent shuddering at speed, and the top was



redesigned to provide better protection from the elements.

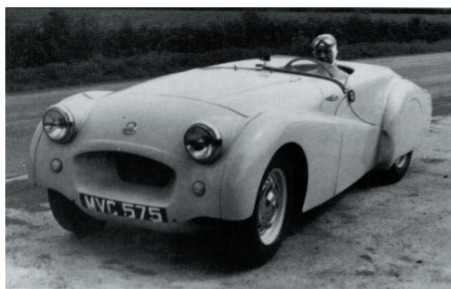
The revised TR measured 12 feet 7 inches in length, 4 feet 7 ½ inches in height and weighed 2100 pounds. It had a wheelbase of 7 feet 4 inches and got 28 + MPG. The TR2 was powered by a 1991 CC engine mated to a four speed with synchromesh in 2nd, 3rd, and 4th. Overdrive was optional. The TR2 had drum brakes all around and sat 5.50x15 bias ply tires. A stock TR2 could hit 105 mph and went from 0-60 in 11.9 seconds.

The next step would be to convince the buying public, who first witnessed the uprated version in March of 1953 at the Geneva Motor Show, that redesigned TR would be all that it was cracked up to be. What better than a land speed run to gain publicity?



In May of 1953, Richardson was summoned to Sir John Black's office and asked if he thought that the TR could hit 120 MPH. Ken answered in the affirmative and Sir John replied that he had already made arrangements to try for a speed run on the Jabbeke Highway in Belgium. The car selected to make the run was licensed MVC 575, and while stock, the engine was blueprinted and fine-tuned. The windshield was removed, and an

aluminum belly pan was fitted to help reduce drag. Richardson had the seats removed and sat on a cushion on the floor during the run. The first run was only a dismal 104 mph; however, it was soon discovered that one of the spark plug wires had come loose. After rectifying the problem, the car managed to exceed 124 MPH, and from that point on, the rest was history.



Orders poured into Coventry, but production was slow to meet the demand. The very first TR2 [TS1 LO – Triumph Sports number one, left hand drive overdrive] was built on July 22, 1953. Incidentally, that car is still in existence, following a fascinating restoration by Joe Richardson of Ohio, and ended with TS 8636 in October of 1955. The first TR2s were priced at £887, much less than a Jag or Healy, and only a little more than an MG, which it could easily outrun.

The first TR2 to reach America was imported by Cal Sales of Los Angeles and displayed in early 1954 and had a sticker price of \$2499.

During the production of the TR2, a number of modifications were incorporated. The first cars actually had aluminum body panels, which were replaced with steel. The early cars also had longer doors that extended past the

rocker panels. [These were eventually shortened to prevent them from striking curbs and also to give the car more rigidity.] Triumph knew that it was on to a good thing with the TR2, but by 1956, some modifications were made which prompted the rebadging of the car which would henceforth be known as the TR3, not necessarily the sports car America loved first, but according to Mike Cook, the sports car it loved best. Next time, – The TR3.

Material for this article was sourced from the following-

Krause, William. *Triumph Sports Cars*. Osceola, WI. MBI Publishing, 1998.

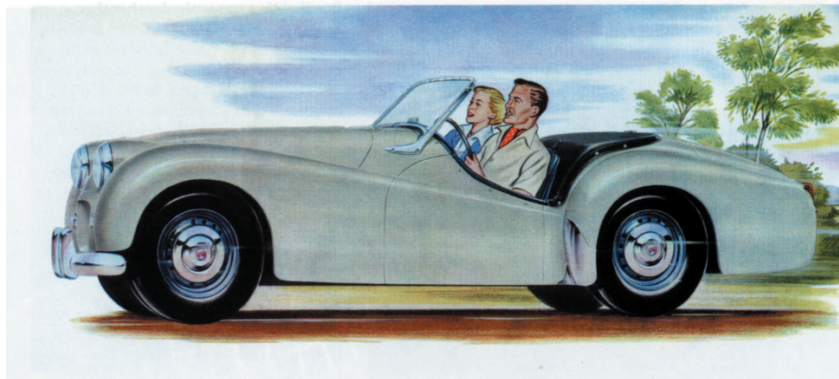
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The article below appeared in Volume 1, No. 2 of Hagerty's *The Voice of the Collector Car Community* and is reprinted here courtesy of Hagerty's Magazine www.hagerty.com. and *SportsCar Market*. www.sportscarmarket.com. copyright 2006.



BRITISH CARS NOW FLEXING THEIR MUSCLES

BY KEITH MARTIN AND THE STAFF OF SPORTS CAR MARKET

IN THE RECENT run-up of collector car prices, muscle cars have garnered most of the big headlines with each auction seeming to raise the bar higher on values. Quietly, however, another category of cars — also a favorite of baby boomers — the British sports car, has seen impressive appreciation.

While not enjoying the same reputation for anvil-toughness as a Detroit muscle car, most British sports cars make up for what they might lack in sheer reliability with simplicity and ease of maintenance. This usability factor is in part fueling the current rise in prices. . . .

Those grumbling about being priced out of the big Healey market have frequently taken refuge with Triumph's last traditional sports car — the TR6.

Sharing many of the attributes of the Healey, including smooth six-cylinder power, butch looks and ease of maintenance, the TR6 really is a credible alternative for those seeking the big British sports car experience on a budget of around one-third the price of a Healey 3000.

Those on a budget may be watching the same price escalation all over again as the going rate for a nice TR6 has shot up from around \$10,000 to closer to \$20,000 in recent years. A nice TR6 purchased in the high teens now will be considered a bargain in a year.



2007 ISOA BOARD OF DIRECTORS

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Kim "Wacker Drive" Jensen
815/729-9731
KimandBill76@sbcglobal.net

Mike "Toofus" Mueller
630/860-9118
greenjet3@aol.com

Bob "Suds" Streepy
630/372-7565
trstreep@sbcglobal.net

New Arrivals

ISOA'S LATEST ADDITION

TR250 VIN# CD5153L

BY STEVE "DRIPPY" YOTT



car on stands over the winter for the cleaning and painting of the frame and undercarriage. I will also pull the engine and gearbox because the throw-out bearing needs replacing, and I intend to detail the engine bay at the same time. Check out the

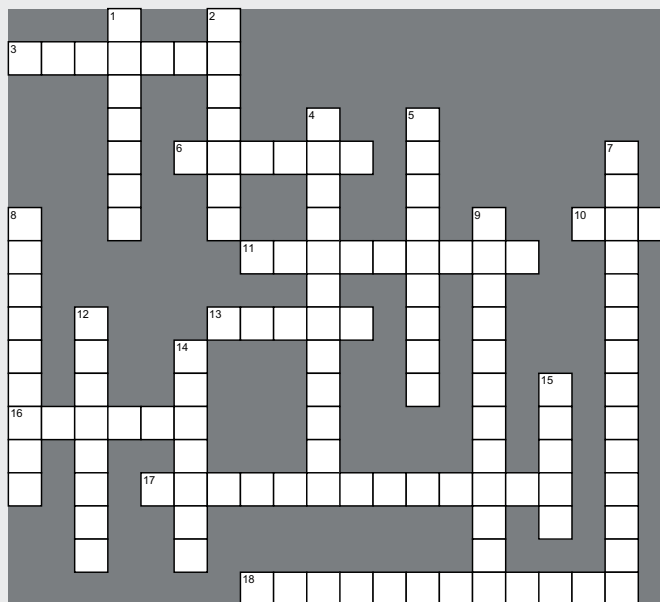
original striped heater hoses!

I would like to use this car as an over the road car and at this time it does not have an overdrive. I would appreciate any leads on an "A" type in any condition!!!!

This 1968 TR250 belonged to my best friend since high school and former ISOA member Mike Booz, who passed away last month from a long battle with Lymphoma. Mike was also a very good friend of Joe Pawlak, and worked at Xerox with Joe for many years. In fact, Joe knows this car well since he assisted Mike with the purchase of this 250 a few years ago. Mike had talked with me many times regarding the restoration of the car, and we were about to start the process this winter. After he passed away, Mike's sister called to inform me that Mike had left the 250 for me in his will. I am still feeling the shock over this wonderful and selfless act, but for anyone who knew Mike, he was just that kind of guy; the most selfless person I ever knew.

A very solid and complete 250 it is! I have been doing some preliminary cleaning, and looking over the car this past week I have found no surprises. The frame is virtually rust free, and the only visible rust is in the top of the rear fenders (no surprise there). There is a box of new and spare parts, along with a carpet kit that came with the car. I plan on putting the

2006 ISOA Events Crossword



www.CrosswordWeaver.com

ACROSS

- 3 Venue for spring outing to hear Chicago Symphony
- 6 Woods County Park; site of Michina Car Show
- 10 Tractor motor car club which held its convention in Ohio
- 11 Dressed as a friar at the Champaign Car Show murder mystery dinner. [first and last name]
- 13 Ford _____ driven by Stacy & Mike mcReynolds during their Road TRip to Ireland
- 16 town in Indiana which hosted "Hot Summer Fling" car show and site of classic car museum
- 17 Topic for clinic held at Mueller's on the coldest day of the year.
- 18 Topic of March rebuild clinic at Pyle's

DOWN

- 1 Commercial use of property on which the Boots & Bonnets car show takes place.
- 2 Name of track on Oklahoma where the 250K appeared
- 4 Winner of the 2005 "Chilifest" taste test [first and last name]
- 5 Indiana establishment visited by ISOAers in January
- 7 High dollar Arizona auction described by Dave "Stumpy Joe" Kayson [two words]
- 8 Farms Raceway; site of spring campout
- 9 Chicago _____ - The theme of the 2006 "outer Drive Hero's Rally" [three words]
- 12 Site of first Annual British Car Show held on Polo grounds in June [two words]
- 14 Location of Route 66 Museum visited on the year's first "Breakfast Run"
- 15 Oklahoma site of spring VTR regional

Solution on page 18

ISOA ON THE INTERNET

You can always get the latest news directly from the ISOA web site. <http://www.snica-braaapp.org> To subscribe to the ISOA electronic mailing, email: buja@insightbb.com

ONLINE ROSTER ACCESS INFO



As responsible journalists, we here at Snic Braaapp Towers feel duty bound to help do our part in helping any of our readers, either one of them, "kick the habit." To that end, we are printing here some late breaking news from America's finest news Source, **The Onion**, to help any of our subscribers who have resolved to cleanse themselves of the noxious weed in 2007. We hope and pray these tips and products will be useful in extending the lives of our membership. Triumphs generally produce enough carcinogens on their own so that any surplus is probably not in our best inTRest.

the ONION HealthBeat presents:

Stop-Smoking Tips

Millions of Americans are addicted to smoking. If you are among them but don't want to be, here are some tips to help you kick the habit:

- Avoid doing things you associate with smoking, such as drinking, eating, walking, and being awake.
- Get thrown in jail, where cigarettes can only be acquired in exchange for painful sexual favors.
- Lobby your elected representatives to pass a \$6,913 sales tax on packs of cigarettes.
- Write a rap song about how smoking is not cool. Perform it at local elementary schools.
- Move to California, where tobacco possession is illegal.
- Avoid thinking about the rich, full flavor of Benson & Hedges.
- Fill your home with motivational placards bearing slogans such as "Smoking Is For wimps" and "Only A Retard Would Even Think About Smoking."
- Kissing a smoker is like licking an ashtray. If a loved one quits smoking, keep an ashtray around as a handy substitute.
- Attractive people smoke because it makes them look cool. Acknowledge that you are neither attractive nor cool.
- Cover yourself in egg whites. No one knows why this works.
- Join a stop-smoking support group. Be sure it's one that meets on a different night than your other six support groups.
- Hypnotism has helped many people quit, but you risk becoming the hypnotist's slave. It's your choice: quitting smoking or freedom.
- Teach yourself a valuable lesson by slowly dying of lung cancer.

For Millions Of Smokers, Nicarest™ May Be The Answer

LOUISVILLE, KY—When Adrienne Lundy, 37, a pack-a-day smoker from Louisville, was diagnosed last December with a malignant tumor on her right arm, she knew she had to kick the habit. But, like many longtime smokers, Lundy found quitting to be much more difficult than expected.

"Gums, patches, hypnosis—you name it, I tried it," said Lundy, a Marlboro smoker for 21 years. "Nothing worked—until my doctor told me about a new product called Nicarest™."

Lundy is not alone. To date, more than two million American smokers have tried Nicarest™, a specially treated nicotine stick which, when lit and inhaled, is said to completely curb a user's craving for cigarettes. Manufactured by QuitLabs, a Winston-Salem, NC, pharmaceutical company, Nicarest™ is made of processed tobacco byproducts and treated with carefully calibrated doses of nicotine and antibiotic tar. Since its introduction in June, Nicarest™ has won the endorsements of the Surgeon General, American Cancer Society, and American Medical Association, and has quickly become the most popular stop-smoking aid on the market.

"Whenever I get the urge for a cigarette, I head for Nicarest Country," said Doug Laedke, 44, a Wichita Falls, TX, field-trip operator who said his smoking was "completely out of control."

"Unlike patches and gums, Nicarest™ duplicates the sensation of actually smoking a cigarette, filling my lungs with rich, satisfying smoke," he said. "And, at just \$4.25 for a 20-stick pack, it's not much more expensive than cigarettes."

"Nicarest™ saved my life," said Lundy, playing with her newborn daughter in the yard of her home, her cigarette cravings held firmly in

check by the freshly lit nicotine cylinder wedged in the corner of her mouth. "I haven't touched a Marlboro since discovering Nicarest™. Not one."

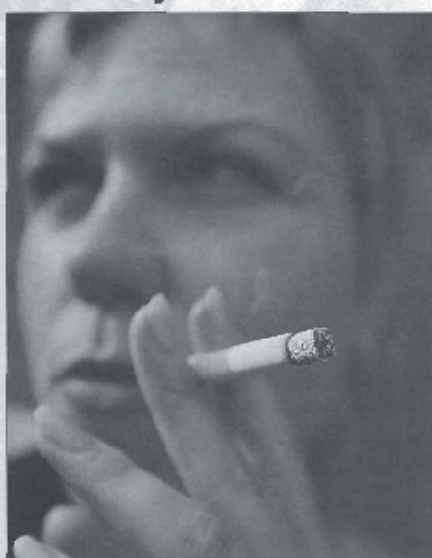
QuitLabs CEO Charles Craney, the longtime tobacco pharmacologist who developed the "combustible medicated habit-cassation nicotine-delivery ampule," said he came up with the idea for the product while working for Philip Morris in the late '80s.

"From my work at Philip Morris, I was familiar with the process of transferring nicotine to the human lung via an oxidized vegetable-matter medium," Craney said. "From there, it was a simple matter of applying that know-how, not to smokers, but to smokers who wanted to quit."

"By doubling the nicotine dosage in Nicarest™," Craney continued, "we removed any biochemical reason for a smoker to fall back on cigarette dependency. But smokers aren't just accustomed to nicotine. They're also accustomed to the visual, tactile, oral, and even psychological sensations of having a small lit cylinder of tobacco in their mouths. That's what Nicarest™ gives them. That's our secret."

The strategy is working: On the market for only two months, Nicarest™—available in Regular, Lights, Ultra Lights, Slims, and Menthol—already outsells all other stop-smoking aids combined. And, on Aug. 25, RJR Nabisco purchased a controlling interest in Nicarest, Inc., making Randle a very wealthy man.

Sales continue to skyrocket as smokers abandon their cigarettes for Nicarest™. The long-familiar "smokers corner" outside schools and businesses are rapidly disappearing, as smokers call their cravings with Nicarest™ wherever they may be, since Nicarests are permitted in areas



Above: Adrienne Lundy lights up a Nicarest™ stop-smoking aid. Lundy said she hasn't had a cigarette since July 4, when she started using Nicarest™.

off-limits to regular smokers.

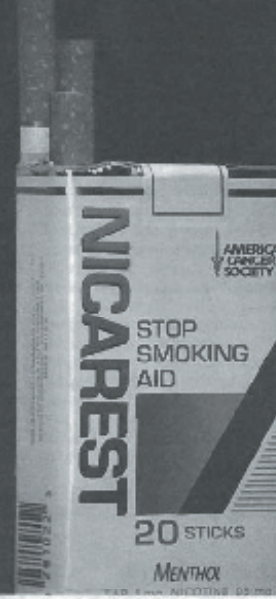
"Whenever and wherever I get the urge—at the movies, at work, in a restaurant—I can inhale Nicarest's robust, satisfying medication and calm my body's urges," said Cynthia Mecklerburg of East Meadow, NY, a two-packs-a-day Nicarest™ user who learned of the product from a recent television ad. "And it's the one stop-smoking aid that's alive with pos-

sure."

"My baby's not going to grow up in a house filled with harmful cigarette smoke," said Lundy, who plans to start her daughter on Nicarests as a preventive measure as soon as she turns 16, the age at which Lundy started to smoke. "Her mother is going to be a Nicarest™ user. When she's older, she'll realize just how important that difference really is."

New Smokable Nicotine Sticks

- Will completely cure smokers' cravings, says manufacturer
- More effective than patches or gums
- Fills lungs with rich, satisfying smoke, curbing desire for cigarettes
- Available in regular or menthol
- Legal for minors
- Available wherever cigarettes are sold
- Should HMOs cover the drug?



see COVER STORY page 16



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 Sir Bentley,

I have read with great interest your performance modifications; especially the Chapter from your latest book, *Don't Sweat the Swarf, Vol. II*, on upgrading the Mayflower's cooling system. You suggest converting the coolant from Centigrade to Fahrenheit, but I'm a bit perplexed. Will this change cause me to lose points in judged concours?

Rufus Leaking
Canaryville

My good man,



There is no need for alarm. The official handbook of the International Mayflower Consortium of Concours Enthusiasts, allows

for modern upgrades such as this without any point deduction in competition. It is imperative when making this change to follow the steps I outlined exactly.

·Isolate the battery

·Using a suitable spanner, and with the assistance of a helper, remove the bonnet, dynamo, bumper bearing flanges, voltage stabilizer, petrol injection throttle body [if so equipped], and no. 1 & 3 gudgeon pins.

·Drain & remove the radiator, hydraulic system, and petrol tank, being careful to dispose of the liquids in OSHA approved containers. [Or you just could pour it down your neighbor's drain.]

·Carefully slacken the pinch bolts which affix the temperature gauge to the fascia

and gently rotate the dial 180 counter-clockwise.

·Attach a section of 18 ga wire from the negative terminal to the inboard frame rail using a Lucas 20 caliber bullet connector. Solder the positive cable to the outboard rail to achieve the proper earthing.

·Using a 220V power supply, [a central air conditioning unit works well], open the electrical valve and allow the current to flow into the wiring loom. [Make sure that the gudgeon pins have been reversed from their original positions and that the diodes on the dynamo have been switched to Fahrenheit.]

Reassembly is the reverse of the previous steps. Check for electrical leaks and top off the radiator using a mixture of 50/50 ethyl glycol and 20W 50 Duckhams synthetic blend water.

Adhering to these basic steps will enable you to achieve the benefits of a modern cooling system and still maintain the original appearance of your "Baby Rolls." You will also enjoy the added benefit of being able to top off your coolant at virtually any service repair facility without having to hope that a shop will carry the obsolete Centigrade style of coolant.

*Happy Motoring-
BH*

Dear Sir Bentley,



I know that you have faced "personal adversity" during your career, but it doesn't seem as if it has negatively affected your

following. What suggestions can you offer me to regain my "flock?"

Name withheld by request

Dear Ted-

I'm sure that many in your congregation still hold you in high esteem. After all, as the "Good Book" tells us, "Let he who is without sin cast the first stone." Your indiscretion pales in comparison to some of the dalliances of recent note. After all, you were with a consenting adult and just because you had gone on record to castigate any who support "alternative" lifestyle views, how could you possibly know else to caution your congregation unless you "tasted the forbidden fruit?" In fact, I suspect that quite a few of your followers have "walked a mile in your moccasins" if know what I mean.

In your case, I recommend checking yourself into a detoxification centre and claim that your "indiscretion" came as a result of abusing drink and/or drugs. For more details on the process, check with former congressman Foley for specifics.

After a suitable cleansing period, I suggest your reaffirm your faith and then blame everything that has gone wrong on Bill Clinton. It worked for Karl Rove, [at least until the 2006 mid-term elections] so it should be helpful in rebuilding your image. Then you can affiliate with Messrs. Swaggert, Baker, & Foley to minister to the spiritual needs of anyone who wishes to "stay the course" and not cut and run from you..

Been there, done that-

BH

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 this 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 this event. MOTRAH clubs could use the beautiful drive to Road America as your club's spring drive and once you get there 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 hub 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 Kermit1@aol.com, (Triumph) Joe Alexander at N197TR4@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!



June 12-16, 2007



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".

FEBRUARY 25, 2007 8 AM TO 3 PM ELEVENTH ANNUAL BRITISH SWAP MEET & AUTO JUMBLE

DuPage County Fairgrounds in Wheaton, Illinois. More than 100 vendor spaces in two buildings.

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

Vendor spaces will be \$25 per space (10x10 feet), tables are \$5 each, chairs are \$1 each (sorry, no tail gate selling allowed). Visitors tickets will be \$5 with kids 12 and under still free. As always, parking is free. If you need additional information you may contact: Jim Evans (630) 858-8192 or Dave Mullis (630) 916-7358.



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

Mack's Golden Pheasant extended its warmth to nearly 50 ISOA members, none of whom braved the near zero temperatures in *Triumph* on Sunday December 3rd 2006 to attend the final club get-together of the year. First timers in attendance included Jack Harrison [Barrington - TR6] and Rick and Sue Paulson [Huntley - Spitfire] who made their ISOA debuts at the meeting.

President Joe "Stagmeister" Pawlak dropped the gavel for the final time in his term at precisely 7:13 [7:00 official ISOA time]. An experimental ergonomic seating arrangement was tried out to hopefully allow better acoustics for everyone in the room. The "Black Sheep Society, especially Bruce Barnet, who seemed particularly "comfortable" with the arrangement, seemed to welcome the new seating configuration. [See photo]



Joe mentioned that a few collector edition ISOA calendars still remained for sale, but that they were going fast. Kim "Lower Wacker" Jensen then displayed some of the club regalia available, including Henley shirts at reduced prices. Jim "Screamer" Aldridge, former lead singer of Spinal Tappets, then showed a limited edition concert T-shirt with the name of the world's greatest Triumph house band [OK, so its the only Triumph house band, but they were still damned good] that he designed. [See photo page 18] These shirts, while not "official" ISOA regalia will be available in sizes S - XXXXL through Jim. Call him at 815/886-2611 for pricing and shipping costs.

December is designated by our constitution as the time for annual Board of Directors elections and the balloting took place early in the evening.

The meeting then segued into a round table discussion of "project updates" from those of us taking various tasks during the winter months, while the weather makes top down driving a fantasy more than a reality for everyone but the most dedicated TR enthusiast. Among others, Jack Billimack, Rick Paulson, and Tim Buja spoke about their endeavors while your humble and obedient scribe and Sheri "Big Mama" Pyle tallied the votes.

After the project updates, Joe shook things up a bit, as if the new location of the podium hadn't already been traumatic enough, by accepting Boomer and Peter M. Roberts nominations. Jerry Hurst received a Roberts nomination from Joe Felix for helping rebush the front end of Joe's 4A, Denny Capetto received a nomination from Al Christopher for helping conduct the carb rebushing clinic at BCU, Jeff Lathrop was nominated by your humble and obedient scribe for donating some classic graphics to the Snic Braaapp archives, and Joe Pawlak received a nomination from Denny Capetto for his efforts in conducting the body work clinic in November [see front page]. Jerry, who has recently gone home with the "other" trophy, received the coveted chalice, rather than the bent wheel, this month.

The Boomer nominations went to Rick Paulson, courtesy of George Grumbos, for having his car a quarter century without getting it to run, and to Tim "Yacker" Smith for knowingly driving his 250 from Naperville to Cuyahoga Falls, Ohio with a dead battery. Tim argued that he could not receive the award since he is not technically a member, but that only garnered him a few more votes, and he won handily, although it should be noted that he "forgot" to take home his trophy.

Following the awards ceremony, I announced, to no one's great surprise,

that 2006 board was re-elected. There will, however, be a shake-up as to the officers next year. The new officers will be selected at the January board meeting. [Note to self - make sure to be at that meeting lest you may get stuck with an office you don't want.]

Jack Billimack outlined some of the events that are planned for 2007. Among other things, he described the "Outer Drive Hero's Rally" on New Year's Day, the Big Bash on January 20th, the annual transmission rebuild clinic at Pyle's on January 27, a brake workshop at Mueller's on February 17th, the swap meet at DuPage Fairgrounds on February 25th, at which the club will have a booth [A signup sheet for staffing the booth will be available at the January meeting], the annual Chili party on March 17th at a location still to be determined, a carb rebuilding clinic at Pyle's on March 24th, a distributor clinic at Jensen's on April 14th, and the annual tune-up clinic, again at Bill and Sheri's on May 5th.

Joe then reminded everyone that dues need to be paid by the March meeting. Last year, many members took advantage of the onetime offer of free dues as a result of the cash surplus after hosting the 2005 VTR Convnetion, but this year, everybody pays. Dues are \$25.00 and checks should be made out to ISOA and given or mailed to Sheri Pyle. [If you plan to go to the big bash, you can make out a single check for the bash and your dues at the January meeting.]

The final topic of discussion centered on items for sale or parts that members were in need of. The raffle went to Steve Bailey who won a lovely faux leopard skinned steering wheel cover along with some tools

The meeting broke around 9:00. Begging your continued forbearance for any unintentional errors or omissions, I remain your humble and obedient scribe.



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.

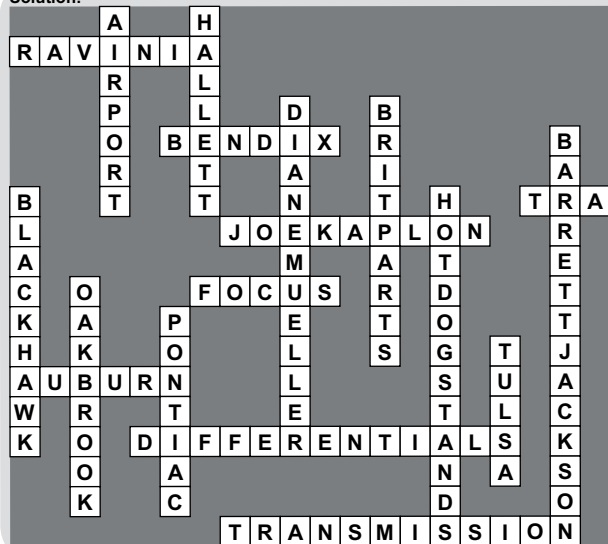
For Sale: 4 Revolution style wheels with 3 sets of lugs (7/16") and washers; back spacing is 4," 2 1/2" center hole. Also, 4 Panasport style wheels with tires with 4 sets of lugs (7/16") and washers; back spacing is 4" and has a 2 7/8" center hole. Tires are Pirrelli 185/60s. Bolt pattern is 3 3/4" on 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]

For Sale: 1973 GT6, red with black interior. Runs great, New exhaust, recent brakes, Tires are good, driver's seat worn. Will need drivers floor at some point. Pictures available. Asking \$ 4000, but need to sell quickly. Located near O'Hare NikkiMW1@aol.com [01/07]

Solution:



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



Mary Milliken 01/02
Dave Lushin 01/04
Jordon Varichak 01/05
Bonnie Bulfer 01/06
Jeff Rust 01/08
Kathy Pawlak 01/11
Mike Konopka 01/18
Rick Paulsen 01/23
Ken Briegel 01/24

MEMBERSHIP COUNTS:

memberships - 161; members - 234



**Coming Inside Your February
SNIC BRAAAPP**

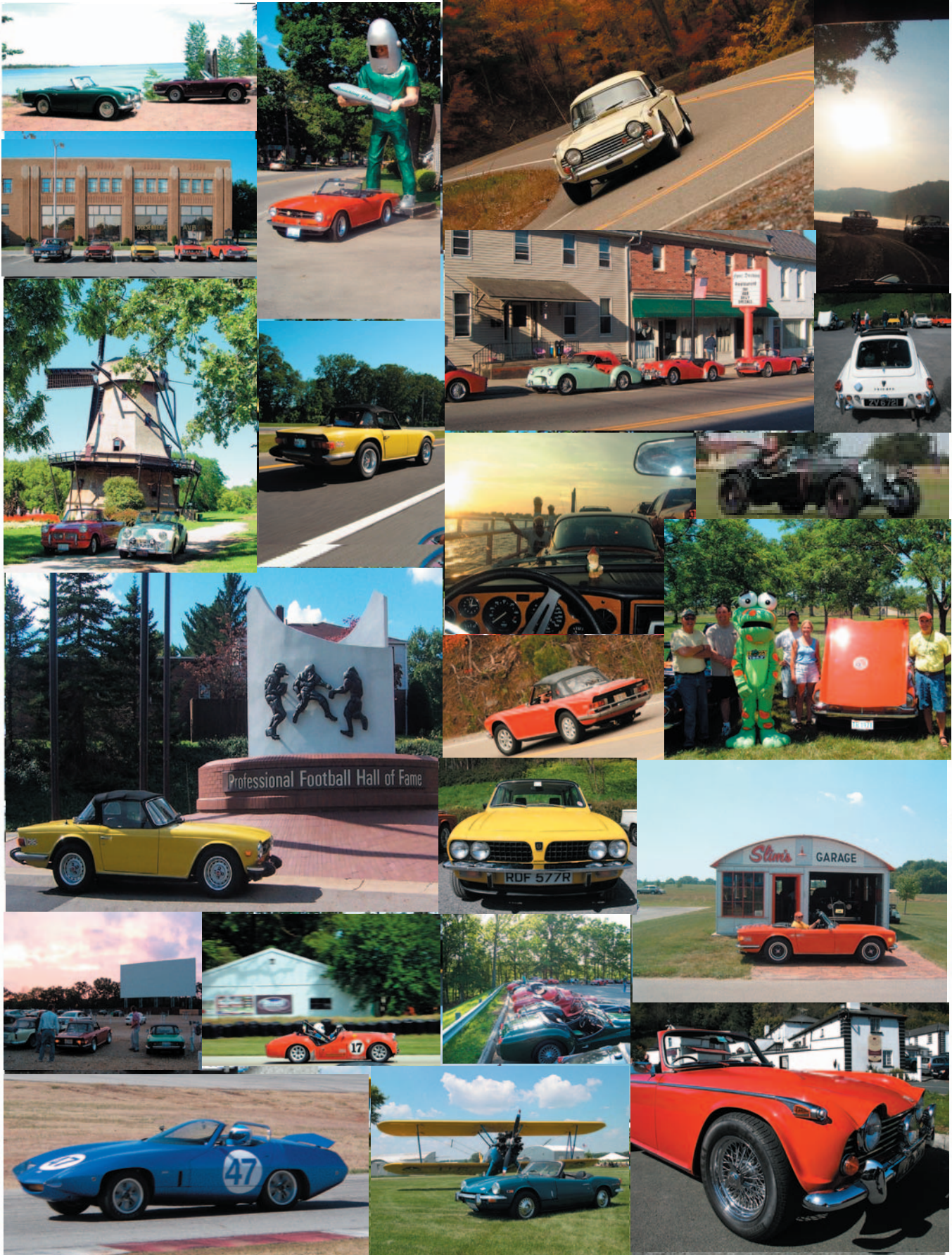
ISOA Events Calendar
"Classic" fieds
Monthly Mumbings
Advice to the Shopworn
Outer Drive Hero's Rally
Fuel Pump Rebuilding
Spotlight on TR3

Lots More Stuff!

Featurered Regalia of the Month



Commemorate the debut/ farewell concert tour of the world's greatest rock and roll/Triumph band. Jim "Screamer" Aldridge has produced and designed a limited number these great T-shirts available in sizes Sm- XXXXXL. Call him at 815/886-2611 or email topjimmy105@aol.com for pricing and further details.



JANUARY 2007



*THE REAR VIEW MIRROR - MARK ANDERSON IN HIS 1974 TR6 WITH
LIMITED EDITION "WOLVERINE" SNOW REMOVAL PACKAGE*

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