



SNIC BRAAAPP

February 2007

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“Git ‘er Done!” Publications, A division of the Busted Knuckle Group

NEWSLETTER OF THE ILLINOIS SPORTS OWNER’S ASSOCIATION

DEDICATED TO THE ENJOYMENT AND PRESERVATION

OF TRIUMPH SPORTSCARS

CHICAGOLAND’S OLDEST AND MOST ACTIVE

TRIUMPH ENTHUSIASTS CLUB

NOW IN OUR FORTY-FIRST YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

2007 BIG BASH

TEXT BY BOB “SUDS” STREEPY. GRAPHICS BY THE AUTHOR AND JACK “SPUDS” BILLIMACK



The ISOA equivalent to Mardi Gras, AKA the Big Bash, was held at the Des Plaines Elks Club on Saturday, January 20th. This social function, alternately referred to as either the last big holiday party of the pre-

vious year or the first big social function of the current year, has taken place in the dead of winter for years. It is somewhat akin to Groundhog Day in that it represents the first time many of us get to see each other since our cars were put on winter hiatus.

Long time member Irv Korey remarked that it didn't seem that long ago that many people drove their Triumphs to the bash since the TRs were the only means of transportation for more than a few members. [He also recalled that the Bash often lasted until daybreak in those days. My how times have changed.]

Cocktails and hors d'ourves were served from 6 to 7, and dinner service began shortly thereafter. While folks mingled and chatted, Doug Larson and Joe Pawlak showed DVD slideshows using photos from 2006 ISOA events along with the ever popular, and now classic, *Smell the Glovebox* video of the legendary hard rocker, Spinal Tappets, from their legendary concert at the 2005 VTR in Rockford. Making a surprise appearance was the leader of the band, Mike “Wheelman” Konopka. [Wheelman,

Continued on page 6

Inside Your February SNIC BRAAAPP

ISOA Events Calendar

Monthly Mumblings

Outer Drive Heroes Rally

Spotlight on TR3

Rebuilding an AC Fuel Pump

Letters to the Editurd

Triumph Cheesecake

Classifieds

Lots More Stuff!



OUTER DRIVE HEROES RALLY

TEXT BY BOB "SUDS" STREEPY
 GRAPHICS BY THE AUTHOR AND
 JACK "SPUDS" BILLIMACK



On Monday, January 1st, your humble and obedient scribe wrestled free from the clutches of Morpheus to join several other ISOAers as a participant in the 52nd annual "Outer Drive Hero Driver's Club Happy Holiday Hangover Hassle." This event allegedly has its roots among WW II and Korean War vets who decided that it would be amusing to race around the concrete canyons of the Windy City in open sports cars and that the best time to do this might be on a holiday, such as New Year's Day. [My guess is that this inspiration followed a night of merriment the previous evening, but that's only conjecture.] The tradition has extended through the present day, and although the ritual dates back five decades, the 2007 incarnation was only my second time.

Jack Billimack picked me up around 9:30 and we headed over to Wood Dale where Mike Mueller joined us. Following coffee, we drove to Notherly Island, making incredibly good time, pos-

sibly due to the fact that ours was the only car on the road. The former Miegs Field was selected as the start point, and all of us were comforted to know that the location was secure from terrorist threat due to the vigilance of the mayor of Chicago.

We arrived around 11:00 and were soon joined by Tim and Sheila Mantel, Kim and Judy Casper, and Bill and Kim Jensen. This particular collection of ISOAers represented a geographical cross section that included three states – Illinois, Wisconsin, and Indiana [we hoped that Bill Marscin [NC], Bob Lee [MN], and Mark Anderson [MI] might show up to complete the ISOA map, but the time change must have kept them from participating.]



The theme of this year's rally, according to the advance press release, was supposed to be "Chicago Houses of Worship" which seemed OK, but in the spirit of this rally, the early information was only a tease. Imagine our elation when the organizer told us that since he worshipped beer – a man after my own heart- the churches, synagogues, and tabernacles would be taverns and breweries, past and present, with a house of ill repute thrown in for good measure.

The drivers and navigators were given a fourteen page list of 158 questions relating, mostly, to Chicagoland icons of our favorite malted beverage.

Our objective in this rally was to answer as many as questions as possible, but not so many that we might actually win, since the winner is responsible for organizing the next rally. After looking over the questions, I was not too concerned that we would win, especially after observing some of the solemn types who actually brought laptops to enter the addresses and then plotted, using their



GPS systems, a course that would allow them to answer the questions with time to spare.

After receiving the instructions, some of the 28 cars in this year's rally headed off into the bowels of the "City of Broad Shoulders." [Unlike previous years, even though the weather was not unpleasant, there were no special interest cars in the rally this year.] Most of the veterans of the rally took the time to read through the questions, looking for "catches" at the end, etc before departing. We scanned the directions and decided to focus on the near west and north side – since that was the area Jack was most familiar with. [I should point out that never go east of route 53 unless I can help it and that my knowledge of Chicago is roughly akin to my understanding of the workings of the Lucas Electrici-



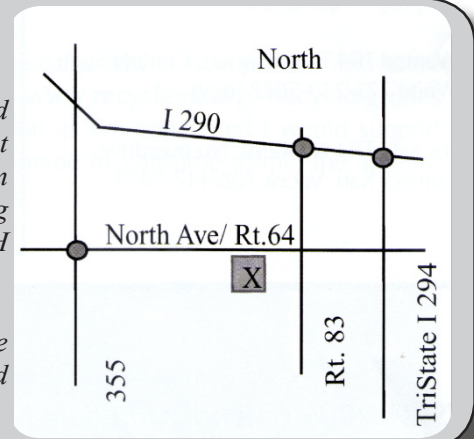
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ILLINOIS SPORTS OWNERS ASSOCIATION

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
Feb.	11th*	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	17th	Sat.	8:00 AM	Brake Clinic - Mueller's 365 N. Edgewood, Wood Dale
	25	Sun...	8:00 AM	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.	3:00 PM	Chili Party - Hurst's 3103 Westgate Ln, Joliet, ph. 815/436-3236
	24th	Sat	8:00 AM	Carb Clinic - Pyle's, 320 N. Linden, Itasca
	31st	Sat..	5:00 PM	Bowling Night at Wood Dale Bowling Alley, 155 West Irving Park Road
Apr.	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	14th	Sat	8:00 AM	Distributor Clinic - Jensen's, 903 Lilac, Joliet
May	5th	Sat	8:00 AM	Tune Up Clinic Pyle's - 320 N. Linden, Itasca
	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	12 or 13			MG Club autocross - Warrenville Cinma Parking Lot
	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]
	12-17			TRA National Meet, Finger Lakes, NY.; Ph. Doug Jack (585) 248-3872 or visit www.triumphregister.com for details
July	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	17-21			VTR National Convention, Valley Forge, PA -see page 16 for details
Aug	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]

**Not the first Sunday*

You can always get the the most up to date events data on the information superway by pointing your internet GPS to: <http://snic-braaapp.org/>

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A LITTLE BS FROM BS



NEWS AND VIEW FROM THE BUSTED KNUCKLE GARAGE

Like many of you who have been subjected to insufferable meetings, workshops, in-services, etc as a direct result of hoping to remain gainfully employed, I have developed, over time, a Pavlovian reaction to the term “meeting.” My blood pressure escalates, my normally jovial outlook immediately metamorphoses into the personification of gloom and doom reminiscent of Elliot Carlin or Lewis Black; in short the very term “meeting” makes me cringe. After 35 years of attending conferences, institutes, and so forth, I can safely say that at best, 99 and 44/100’s of them were a complete and utter waste of time. However, there is one exception to that postulate and that is the ISOA monthly iteration. Admittedly, I was a tad uneasy and at the first few that I attended; I felt like someone on the outside looking in, but that all changed after a relatively brief apprenticeship.

I suspect that some of the members who don’t attend the meetings due to long distances. [We have

members who reside in Michigan, Minnesota, and North Carolina to whom we can extend a pass], but I suspect others are afraid that they might not know enough other members to feel comfortable, or perhaps they feel awkward about being a newbie. Trust me, there is no hazing, or at least very little if you count being assigned your pledge name by Irv Korey, and the camaraderie more than offsets any momentary embarrassment you might be subjected to from our designated curmudgeon.

As I write this, it is the morning of first Sunday of the month, and I can’t wait until late afternoon. I find myself anxiously looking forward to hearing what has happened over the last thirty days with the various restorations, projects, etc with other ISOAers whom I count among my best friends. I can’t wait to hear this month’s Boomer nominations, even though there have been more than one occasion in which your humble and obedient scribe has been forced to tote the bent wire wheel back to Snic Braapp Towers, much to the chagrin of the lovely and talented Mrs. Suds.

I mentioned that I have Pavlovian response to the word “meeting,” but an involuntary reaction of an extremely positive nature also kicks in when I see most of the people from the club. The very sight of Gizmo, for example, elicits

memories of Triumph adventures past and future that always bring a smile to my face. When I see Dave Shedor, I immediately recollect our trip to Breckenridge and the rally that we should have won. I can’t help but think of the Six Pack Trials in St. Louis, Indianapolis, Door County and many more every time I see Jeff Rust. The list goes on and on.

Being Triumph owners puts us into a rather select fraternity of gearheads and having a chance to mingle with others afflicted with our madness makes it all the better. Even though our cars may be in a state of suspended animation during an interminable portion of the year, seeing our brothers and sisters in pain, goes a long way to ease the sting until the driving season rolls around.

For the members who refrain from showing up at the Golden Pheasant on the first Sunday of the month, I urge you to reconsider. You can always TIVO “Desperate Housewives.” Besides, if it makes you feel better, we can rename our monthly get together something less traumatic than meeting, like “root canal.” Better yet, let’s just call it the monthly ISOA Party because that’s a hell of a lot more accurate, and, besides, the conditioned response is certainly more acceptable.



SNIC-BRAAAPP is published monthly, and should be delivered before the 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 Braapp. Your pshchoanalyst may do tests before allowing you to read this publication. Known to cause drowsiness in labratory animals.

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

MOORE ON THE MARQUE by Mark Moore



This marks the first of my run of twelve [ed note: probably 24] president's columns for our beloved

Snic-Braaapp, baring impeachment, and I've been assured that is almost impossible. [Streepy says I can even send in my text from prison, if necessary, as long as it's on time.] This leads me to believe it takes the same moral fiber to lead this club that it takes to lead our country. I'll do my best to top that.

Many of you who were not at the last meeting are probably in shock to see me writing the president's column. Our club has been lucky for many years to have had a run of great guys take the lead as ISOA presidents. Joe Pawlak, whom I succeed, has done a fantastic job keeping

the meetings fun, and the club enthusiasm high. I am sure there are some of you out there who are thinking Mark Moore? He can't lead this club, and I might have to agree with you.

You see, the great thing about this club is the president doesn't have run anything except the monthly meetings. I'm not trying to take anything away from the past presidents and the great things they have done for the club, but I know that they would all agree with me that the board really runs the club.

This gives the members the benefit of the experience of people who have been around our hobby for some time and who know what it takes to keep our club going strong. ISOA is a great social organization, as well as the best damn car club that most of us will ever have the pleasure to be involved with. You might say this just means more of the same. I sure hope so. Where else could you find the kind of technical help to keep [or maybe even just get] your classic Triumph on the road and still have as much fun?

As a board, we try to come up

with new ideas to keep things fresh. There are some new things being kicked around for this year. Some might work, some might flop and some we may not be able to fit in, but we want this club to be something you look forward to being involved in. If there is something that you would like to see the club do, tell a board member. Any of us will listen. Tell me, and I'll bring your idea[s] to the table, even if I don't like them. I could be wrong, and everyone else might think it's a great idea. We can't do everything, but we are always looking for new ideas to keep this a club that we can all be proud of.

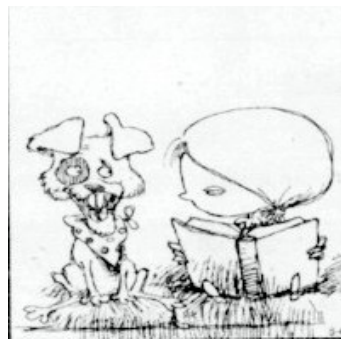
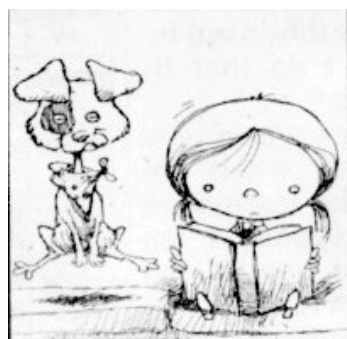
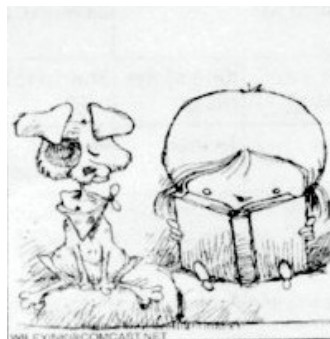
I look forward to the challenges of the coming year and the opportunity to serve the club. I will do my best to live up to high the standards (in low places) that this club demands, and to try to keep our club the envy of all other Triumph clubs.

Guzzler

ANNUAL ISOA CHILIFEST



The annual rite of spring known and loved as the ISOA Chili Fest will be held on Saturday, March 17th at the home of Jerry and Sandy Hurst at 3103 Westgate Lane, Joliet. Since the 17th is St. Patrick's Day, the theme is obvious. Whip up a vat of your favorite chili recipe and bring it to Joliet. Be sure to wear green. Things get under way around 3:00 PM and will last until the beano wears off. RSVP 815/436-3236.



continued from page 1

when interviewed by this reporter on the subject of a reunion, was coy about the band reforming, but did not completely leave out the possibility.]

As the wait staff began to serve dessert, outgoing ISOA president Joe “Stagmeister” Pawlak took the opportunity to formally introduce Mark “Guzler” Moore as the club’s new chief



executive. Jack “Spuds” Billimack then made several presentations to members whom the board agreed were especially deserving in the year 2006. The Ray Henderson* Award for meritorious service to ISOA was presented to Doug “Wires” Larson in gratitude for his efforts to organize and plot out the “Sympathy for



the Devil” Breakfast Tour along Route 66 in June and the “Return to Triumph” Run in October.

The “Super Boomer” award was ceremoniously presented to Jerry Hurst as a result of an “incident” at the Six Pack Trials in which Jerry mistook the ladies necessary facility for the gents ordinary.

Your humble and obedient scribe also received an award in recognition for his efforts to churn out birdcage liners on a monthly basis.

Next up, I handed out certificates to the members who had contributed verbiage to Snic Braaapp during the previous year. Jay Holekamp, Jeff Rust, Jack Billimack, Dave Kayson, Jim Aldridge, Mark Fisher, Irv Korey, Dave Kanzler, Ernie Husmann, Brian McCarthy, Bob Steele, Peter Conover, Stacy McReynolds, Jeff Lathrop, Jenny Pawlek, Joe Pawlek, Diane Mueller, Mark Moore and Tim Smith received certificates entitling them, to all the rights and privileges due to an officially certificated Snic Braaapp Wordsmith. “Cannonball” Holekamp will receive a subscription to Triumph World in appreciation for the submit-



ting the greatest number of unsolicited articles.

Following the mercifully brief awards presentation, it was time to play “identify the obscure person,” a game fiendishly created by Barb Billimack to humiliate the players by allowing them to demonstrate how unaware of popular culture they are. This year’s winners, who relied on long distance cell phone calls, earned 66 out of a possible 80



points in recognizing an eclectic group of photos ranging from Robert Altman to Burt Levy and Graham Robson.

The party goes began to make their way to the exits around 11:00, but not before the first official event of the new year was officially designated the charter activity of the 2007 “A good time was had by all” file.



* Ray Henderson - Born in Coventry in 1928, Ray’s career with Standard Triumph spanned from 1943 to 1986. After joining the Standard Motor Company as an office boy in the drawing office, he transferred to the engine test section of the experimental department under Frank Smith. From 1946 to 1949 he spent his national service in the Fleet Air Arm working on aircraft engines, after which he rejoined Standard. Ray became the definitive experimental engineer, doing the exacting and highly skilled work of building prototype and experimental cars all his working life. Models Ray was involved with ran from the Mayflower and “Bullet” Roaster of the early fifties through the TR2/ 3/4 and Spitfire era to the last models the company made.

Ray was always involved with building the works competition cars from the first TR2 prototype “MVC 575” that broke the speed record for production 2-litre sports cars at Jabbeke, Belgium 50 years ago this year. Competition Manager Ken Richardson always insisted that Ray was on the works TR team on all major events including the company’s first International rally - the 1954 Alpine, and the Tourist Trophy road race at Dundrod that year. Ray was present at all the Le Mans races with works TRs including the very first in 1955 and the twin cam era of 1959/60/61.

Under the Leyland banner, Ray ran the competition rally and race workshops throughout the TR4, Le Mans Spitfire and Triumph 2000 era and became competition supervisor until the finish of the company’s competition program in 1966. Thereafter, he returned to mainstream experimental work, which also included the preparation of works supported cars including Roy Fiddler’s 2000 and Bill Bradley’s Spitfire.

Ray retired in 1986 as manager of the experimental workshops at the Canley Build Centre and the Test Centre at Gaydon. During his retirement, he exercised his natural talent for making things by building dozens of exquisite model aircraft. A master craftsman with a delightful sense of humor, Ray was deeply respected by all his working colleagues and was loved by all his friends. He was indeed a treasure.

Ray Henderson, passed away on July 24, 2003, in Walsgrave hospital, Coventry, after a stroke.

Paul Richardson *The Vintage Triumph*, #87 Fall 2003

continued from page 2

We had about three hours to complete the rally, far too little time to answer more than a few of the questions, so we limited ourselves to the most, we hoped, obvious, and headed out. Jack was at the wheel, I had the questions, and Mike worked the map. We succeeded in locating some old breweries, lots of taverns and one cathouse. [One of the questions asked what is now located on the site of the Everleigh Club which was the most [in]famous brothel in Chicago at the turn of the century a now is the site of a public housing complex.]

Just as we starting to get the hang of this thing, it was time to head to the end point, appropriately enough, a brewery.

We arrived at the Goose Island Brewery on Clyborne around four where the organizers had reserved a room for the participants. We turned in our answers,



confident that we didn't have a snowball's chance in hell of winning – a good thing.

After all of the attention we had given to beer for the last few hours, it seemed altogether fitting and proper that we quaff one or two, especially since Goose Island has some pretty good stuff on tap.

After a snack and a couple of Honer's Ales, the organizers read off the answers. There was very little debate, since arguing with the organizers resulted in immediate humiliation, a tried and true way to minimize arguments.

We placed comfortably in the middle of the pack, slightly ahead of the

other ISOAers, but then again, we did have three people to their two, so, in fairness, the mini competition among ISOA members was unofficially ruled a draw.

Things wrapped up around five PM, a bit longer than I might have personally preferred, but all in all, a very enjoyable way to ring in the New Year..



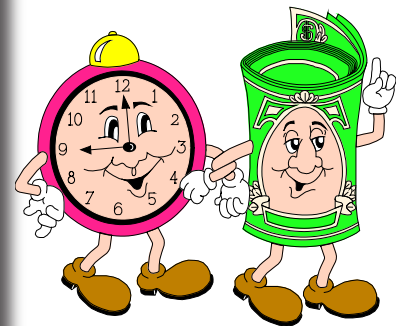
Suds

2007 dues need to be paid by the March meeting. Anyone who has joined the club since September 2006 is automatically paid through the end of 2007. Dues are \$25.00 per year. Checks should be made out to:

"ILLINOIS SPORTS OWNERS ASSOCIATION"

if you will not be at the March meeting, you may mail your check to:

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

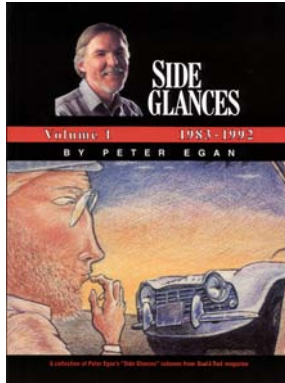


BLONDIE





SIDE GLANCES VOLUME 1



1983 - 1992

BY PETER EGAN

PUBLISHED BY BROOKLANDS BOOKS LTD. &
ROAD AND TRACK 2001
8 1/2" x 11" SOFTBOUND

The pages of practically every automotive journal, even this excuse for a newsletter, seem to include a paragraph or two of prose from some writer or editor who tries to capture a bit of whimsy or weave a verbal tapestry thematically centered on our collective affinity for cars. Undoubtedly, no one does this better than Peter Egan, whose words have graced the pages of *Road & Track* since 1980. The magazine is worth the price of a subscription for Peter's monthly contribution alone, although there are certainly many other worthwhile reasons to receive the periodical.

Peter Egan was born in St. Paul in 1948 and grew up in Wisconsin. He attended the University of Wisconsin before joining the army in 1969 and serving in Viet Nam. After

his discharge, he returned to complete his degree in journalism. Unable to find employment as an ink-stained wretch, he worked as a foreign car mechanic. In addition he restored and raced British sports cars during this period, before becoming a full time wordsmith and relocating to the West Coast in 1980. In 1983 he penned the first of his "Side Glances" columns and they soon quickly became one of the most eagerly anticipated features of R & T.

To quote Thos. L. Bryant, the editor-in-chief of *Road & Track*, "In every sort of creative endeavor, there are a number of people who are good, a handful who are poor, and a very, very few who are truly talented. Peter Egan resides in the last group in the arena of automotive writers." Anyone who has ever pulled a wrench, especially if it was on a British car, will immediately identify with Egan's writing. If there is a better storyteller who scribbles about cars, I haven't read him. Not only does he craft consistently superior text on sports cars, but his tastes, and articles also occasionally turn to music, motorcycles, and airplanes; eclectic to be sure.

The publishers of *Road & Track* have compiled his "Side Glances" Columns into four volumes, chronologically arranged from November of 1983 to April 1992 [Volume I], Aug. 1992-December 1997 [Volume II], January 1998-December 2002 [Volume III], and

Peter Egan "At Large" [various dates from 1983-1994].

Reading Peter Egan is like sitting down over a cold one with an old friend who has, to paraphrase a former chief executive, ". . . felt our pain," except he expresses our collective sentiments better than we ever could. Some writers just seem to bond with their readers and Peter Egan is one of those rare wordsmiths capable of crafting a spellbinding verbal tapestry out of apparently mundane events. Who among us hasn't skinned a knuckle while reaching for that impossible to turn fastener, or cursed the darkness after trying to light a Lucas lamp?

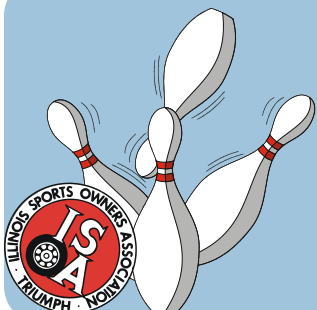
Not only does he paint superb word pictures of working on British Sports cars, but he also writes about racing them as well as just plain driving them and hanging out with other people who share our affinity with such vehicles. Whether he's writing about a seven figure Pebble Beach winner or derelict clunker he came across behind a chicken coop in the middle of nowhere, each vignette makes you wish could have been along for the ride. Thankfully, as a result of this compilation, you can be, figuratively if not literally.

If you like cars and good stories, this book provides you the best of both worlds. On the literary Sudsometer, we give this book five spanners

Suds.

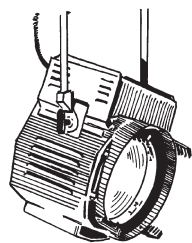
Late Braking News!!!

Back by popular demand - The ISOA Bowling Night



Mark your calendars for Saturday, March 31st, 2007. We have reserved several lanes at the Wood Dale Bowling Alley, 155 West Irving Park Road, Wood Dale. from 5-8. Your \$20.00 entry fee buys three lines of kegling, and shoes, plus an all you can eat buffet. This has always been one of our most popular events so don't miss out.

RSVP Sheri Pyle, 630/773-4806, by March 1st.



SPOTLIGHT ON
TRIUMPH
TR3

BY BOB STREEPY
SEVENTH IN A SERIES



The SU carbs were also enlarged, from 1.50" to 1.75," as were the intake ports, giving the TR3 100 horsepower, up from 90 on the TR2. The gear ratio on the overdrive equipped cars was changed to 4.10 giving it more off the line pick up than the stock 3.71, and allowed the OD cars to cruise at highway speeds without over revving.

One of the most significant changes came midway through the production run in August of 1956 when Standard Triumph announced that they were discontinuing the Lockheed drum brakes and equipping TR3s with front disc brakes from Girling. Triumph would claim that it was the first British production car so equipped, but Jensen lovers counter that the Jensen 541 had four wheel discs at about the same time. In either case, the French Citroen was ahead of both marques, and Chrysler had disc binders even earlier. Nevertheless, braking performance was significantly improved with the addition of the superior design. At the same time, changes were made to the rear axle to give it additional strength.

Also in 1956, Triumph offered a "GT" kit, which featured exterior door handles and a hardtop, allowing owners to enter the car in rally competition as either a sports car or as a GT coupe. Another option that appeared during the TR3's production was the "occasional" rear seat, actually just a cushion between the rear wheel wells suitable only for small children, and probably certain to earn a safety violation citation today, were someone to actually allow children to ride there. Another interesting option available on the TR3, and one exceedingly seldom seen today, was a custom built suitcase designed to fit



the exact contours of the TR3 trunk.

TS 22013, the last small mouth TR3, left the factory on September 17, 1957. The production run of TR3s totaled 13,377, most of which eventually found their way to North America, although the exact number of cars shipped to the US is not known. That fall Triumph introduced the 1958 TR3, which was recognizable by its "dollar grin" grille and known among Triumph aficionados as the widemouth TR3A. Production figures on this model would by far exceed anything put up by the TR2 and 3 small mouth combined.

Next time – the TR3A

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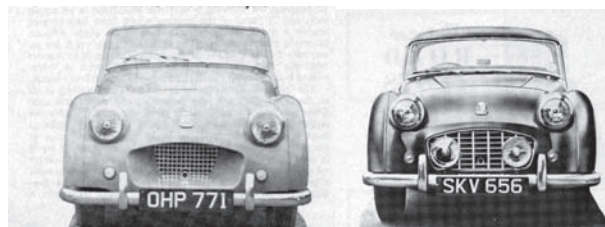
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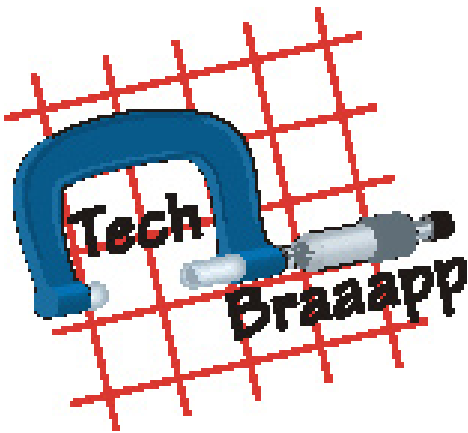
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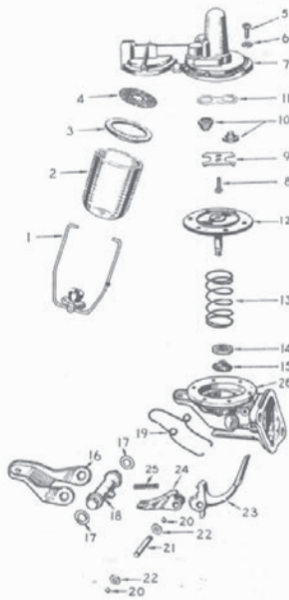
Robson, Graham, *A Collector's Guide - The Triumph TR*. London, Motor racing Publications LTD, England. 1987.

Between August of 1953 and October of 1955, 8628 TR2s rolled off the Coventry assembly lines, more than 5800 of which were shipped overseas, mainly to North America. In the fall of 1955, the "new" Triumph Sports Car, the TR3, made its debut. The differences between the TR2 and TR3 were subtle at best, with the most obvious change being the addition of an "egg crate" grille inserted in the frontal cavity. A close look also revealed that the fender beading was now stainless as opposed to being painted body color as on the earlier model, as were the hood and trunk hinges.





TRACTOR MOTOR
FUEL PUMP REBUILDING



TEXT BY BOB "SUDS" STREEPY
GRAPHICS BY THE AUTHOR
AND STEVE "DRIPPY" YOTT

On an otherwise mundane winter Sunday afternoon, i.e. the Bears weren't playing until Monday, several ISOAers gathered at the Silver Lake Wisconsin residence of TR tech-spurt Steve "Drippy" Yott to participate in an impromptu fuel pump rebuilding clinic. Mark "Guzzler" Moore, Jack "Spuds" Billmack, Mike "Toofus" Mueller, Jay "Cannonball" Holekamp and your humble and obedient scribe made the trek to Packerland to watch the master in action and to see first hand Steve's newly acquired TR250.

I had brought along a couple of tractor motor fuel pumps along with rebuild kits, and Jay also brought his spare too.

The TR2-4 pump itself is relatively simple, and the shop manual is quite explicit in outlining the rebuilding process. The degree of difficulty for this particular project is probably a two on a scale of one to ten.

Perhaps the most interesting result from this get-together was the differences among the various kits on the market, as well as slight variations in the pumps themselves. Two of the pumps were a standard AC as supplied on the cars originally. These pumps are easily identifiable by virtue of the priming lever, a feature lacking on aftermarket pumps. Another pump was actually made under license from AC by an Italian company and had several brass plated components and a much thicker glass bowl than the others. The aftermarket pumps, in addition to missing the priming lever, did not come with an oil seal to fit under the diaphragm or lockwashers to hold the upper and lower body together.

We had rebuild kits from different suppliers. We had a Roadster Factory kit made by Country and a kit from Moss, also made by Country, but a few years newer. Steve also had a kit from *Antique Parts* in Massachusetts. This kit was clearly more complete than the others and included a gauze screen, heavier duty valves and an improved oil seal. It also contained instructions for rebuilding, although the text was fairly generic. This kit was a few dol-

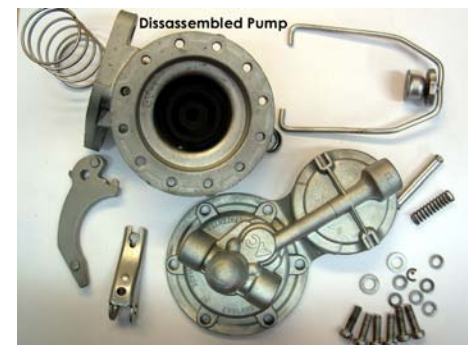


lars more than the others. It also had a cork gasket between the sediment bowl and the upper body while the others had neoprene. [That gasket is available



through NAPA, so ideally, one could get the kit from Antique and get a NAPA gasket to have the best of all worlds.]

The rebuilding process was relatively simple. We cleaned the outside of the pump body in mineral spirits and separated the upper and lower body by removing the eight screws and lock washers holding them together. The diaphragm was then removed by rotating the piece 45° and unhooking the clip



from rocker shaft. The kits all had diaphragms, but the Antique kit had a solid rubber diaphragm while the Country kit had three thin layers of rubber. We found that some of the new diaphragms were not fully attached to the shaft and rotated, not a good thing because this will cause the pump to lose vacuum resulting in no fuel to the carburetors.

Besides replacing the diaphragm, the valves and the oil seal are



also routinely replaced. The inlet and outlet valves are interchangeable, but they are oriented opposite each other, and if they are not correctly installed, the pump will not operate properly.

With the old valves and diaphragm removed, we sandblasted the upper and lower pump bodies and washed them out with mineral spirits before reassembly. We also cleaned the small fasteners, springs, circlips, etc in the parts washer.



The reassembly was straightforward beginning with the oil seal. It was installed in the lower body first, followed by the valves. They were swaged in to make sure that they did not move from their position. Some of the pumps had the valves held in place with a retaining clip secured by two small screws. Others did not. There was also a difference in how the priming lever rocker shaft was attached. Some had the shaft held in by circlips, while others had different arrangements. It was actually pretty interesting to see how many differences there were among the pumps we were rebuilding.

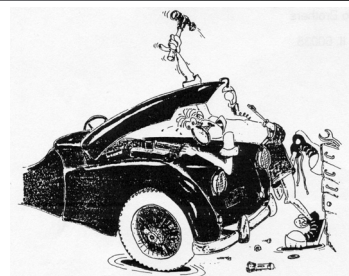
The final steps consisted of installing the diaphragm spring and diaphragm, and screwing the two halves of the pump back together with the screws and lockwashers, making sure that upper

and lower bodies were properly aligned. Finally, the sediment bowl was installed, and the stirrup tightened to keep it in place.

We tested each of the pumps by inserting the fuel inlet tube into a container of mineral spirits and operating the priming lever to make sure that we could fill the bowl and that there weren't any leaks. By the second pump, the elapsed time to complete a rebuild was less than fifteen minutes.



As straightforward as this procedure proved to be, it should go without saying that carrying a spare pump that has been rebuilt in case of a pump failure is cheap insurance because as my great Uncle Suds was known to say, "If ain't gitin' no gas, it ain't going nowhere."



ISOA TECHNICAL ExSPURTS

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

from the Snic Braaapp Archives, circa 1986.

Elwood went to the Big Bash by himself (again).

SHOE





Dear Editor
So, . . . I'll start by admitting that I was a little bit pleased (but not quite smug), when LA called to say that my

brake shoes were in at the local parts emporium. I had beaten the express shipping charge that the big parts houses always hits me with, and they were in a day ahead of schedule.

Furthermore, I wholeheartedly agree that I should never start a brake project on a weeknight when I am watching the kids, (especially when I have been up since 4 AM).

But, I had gotten my second wind, the weather was nice, and the garage reasonably tidy.

I pulled the drum on one side, removed the old shoes, cleaned all of the grease and grime, and tried unsuccessfully to remove the brake line from the old wheel cylinder. After about 20 min, I decided to just put on the new shoes for now, to see if the brakes would work any better.

That is when I noticed that the new shoes were quite a bit different than the old ones. I squinted and strained my eyes, but they are just all wrong [the parts, not my eyes].

AHA! Maybe Steve Percefield fitted GT-6 rear brakes to his car. After all, he was Mr. Autocross! Go up into the attic, Lo- and Behold, my good wife has an extra set of brand new, perfectly good GT-6 shoes in her box of rebuild parts from 20 years ago. These look much more like it!

After several minutes of screwing around with the GT-6 shoes, it is clear that the drums on the Spit are Spit drums after all, (go figure).

So, why is it I always buy my British car parts from one of the "Big Three? Oh yeah, I remember now, it is because the 16 year-old paint sniffing kids at the local Parts "R" Us (and the

slightly older dope smoking guys at their parts warehouse) couldn't tell a Spifire from a Colonoscopy. Although I suspect they will have a better idea when I take these brake shoes back and return them to their proper place.



I'm going to bed.

Silo

PS

Upon further reflection, I would request that if you decide to publish this in you esteemed newsletter, that you remove any reference to a particular auto parts chain. [ed. note: it rhymes with "ought to phone."]

In these litigious times, we must weigh my right to an opinion against a jury's right to award a seven figure punitive damage in a libel suit.

I do not know the drug testing policy of this company for certain, and must admit that there is a chance that the actions and attributes of their employees could be a double-dip of recessive genetics and poor parenting skills (a tag team of nature & nurture, if you will).

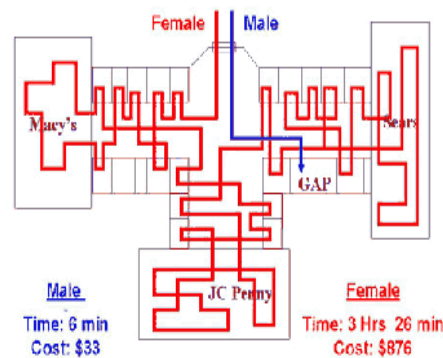
Thanks-

Dear Editor,

As you know, I have devoted much of my adult life, and quite a bit of my adolescence, [Ed. Note: is there a difference?] to the scholarly research of all

things estrogenous. Despite my exhaustive research, I have been continually perplexed and frustrated when it comes to decoding the workings of the feminine mind. I am writing to you to share an epiphany that I have recently had after examining the following graphics,

Mission: Go to Gap, Buy a Pair of Pants



which I found via the information super-highway. By carefully studying these schematics, I believe that I have achieved a breakthrough in discovering the workings of the female cognitive process. I thought you might want to share these images with the male members of your readership in order that they may too gain from my scholarly research. Now



it all makes sense.-

Tim
"Gizmo"
Mantel.



1 To find a woman you need Time and Money therefore:

$$\text{Woman} = \text{Time} \times \text{Money}$$

2 "Time is money" so

$$\text{Time} = \text{Money}$$

3 Therefore

$$\text{Woman} = \text{Money} \times \text{Money}$$

$$\text{Woman} = (\text{Money})^2$$

4 "Money is the root of all problems"

$$\text{Money} = \sqrt{\text{Problems}}$$

5 Therefore

$$\text{Woman} = (\sqrt{\text{Problems}})^2$$

$$\text{Woman} = \text{Problems}$$

A+

ARE YOU READY FOR SOME FOOTBALL?

BY JIM "SCREAMER" ALDRIDGE



"Gee, I've never been to a Bears Monday Night game on the road. Sounds like fun!" Translation: "F***in' A! You bet yer ass!" I hung up the phone and told my wife, Nancy, "Hey, Adam wants to know if I want to go to a game!" I've only been to a handful of games, and I've always had a good time. This sounded too good to pass up. A few days before the game, I answered an open e-mail to I.S.O.A. from Dave "Stumpy Joe" Kayson. In his reply, Dave mentioned he would be going to Monday Night Football in St. Louis. I e-mailed back "See ya there, Dude!"

My sons, Adam and Aaron, Aaron's friend, and I pulled out of Romeoville at 9:00 AM Monday. We drove south through the rain for about 45 minutes when we were slowed up by a couple of huge trucks on their way to the I-355 extension bridge over the Des Plaines River Valley carrying bridge beams. These things were about 80 ft. long and around 10 ft. high and the top flange was wide enough to drive my Spitfire on.

We arrived in St. Louis about 1:30 pm and checked into our hotel. We wanted to see the arch, so we did an obligatory two hours of culture at the museum, and then.....PARTY TIME, CHICAGO STYLE!!!!!!!!!!

Folks, this was a home game. Every bar we went to, and we went to most of them, was filled with Bears fans. It was, quite simply, the new South Side. However, the lack of the opposition

was made up for by the cost of imbibing. I bought four rounds of four beers, including, one round at the Edward Jones Dome, and dropped a hundred bucks.

Once at the stadium, we settled into our seats [at roof level], and proceeded to witness a great game. Would Evil Rex appear or would Good Rex ride in to save the day? We got Good Rex, along with rookie return man Devin Hester. Devin returned a kickoff 94 yards in the second quarter to tie an NFL record [5 returns for TD's in a season]. The Bears fans in attendance roared their approval.

At half time, (Bears 14, Rams 13), I called "Stumpy Joe" on my cell, and we hooked up near the north end zone. Jan Kayson took a couple of photos of 40% of the Spinal Tappets with the field in the background. After a few quick pleasantries, I said goodbye and returned to my rooftop perch and the game resumed.

The second half was better than the first; 28 more points for the Bears, including Devin Hester's second kickoff return TD. He now holds the NFL record for return TD's in a season- with three games yet to play! HIS-TO-REE!

After the 42-27 beating was concluded, it was time to go STRUT! Every bar along the riverfront was again awash with happily sloshed Bears fans. As we ambled (staggered?) our way back to the hotel to sleep off our celebration, I could only say thanks: to my son for inviting me, and to the Monsters of the Midway for such a resounding victory. Is this a great country, or what!?



Screamer

Ed Note: At press time, the Bears, [possibly inspired by the passionate support of 2/5 of the Spinal Tappets] had advanced to the Super Bowl.

HAZARDOUS MATERIALS DATA SHEET	
ELEMENT:	Woman
SYMBOL:	OH
DISCOVERER:	Adam
ATOMIC MASS:	Accepted as 55kg, but known to vary from 45kg to 225kg
PHYSICAL PROPERTIES	
1. Body surface normally covered with film of powder and paint	
2. Boils at absolutely nothing - freezes for no apparent reason	
3. Found in various grades ranging from virgin material to common ore	
CHEMICAL PROPERTIES	
1. Reacts well to gold, platinum and all precious stones	
2. Explodes spontaneously without reason or warning	
3. The most powerful money reducing agent known to man	
COMMON USE	
1. Highly ornamental, especially in sports cars	
2. Can greatly aid relaxation	
3. Can be a very effective cleaning agent	
HAZARDS	
1. Turns green when placed alongside a superior specimen	
2. Possession of more than one is possible but specimens must never make eye contact	

Dear Gizmo,

We advise you not to quit your day job in order to enter academia as a full time researcher. We have submitted these technical graphics to the head proofreader here at Snic Braaapp Towers for validation. She informs us that the time allowance for the Gap is far too short. I can also add from personal knowledge, that the cash expenditure indicated is woefully insufficient.

Ed.



So, I put down the remote, went out to the garage, and started cleaning my nuts with starter fluid. [Ed note: *Snic Braaapp does not advise this practice. We recommend Irish Spring, or if they are really dirty, Lava.*] I figured they, along with the bolts and washers,

should be cleaned thoroughly prior to installing the rails back onto the bottom of the seats that I had just finished touching up with black paint.

It was after 8:00 pm, the kids were down, nothing was on the tube, and one of my New Year's goals was to have both of my cars ready for the BCU show coming up next August.

I stress "cars" and not car, because of my wife Cori's ever growing enthusiasm and interest for British cars, specifically Joe P's Stag. After one 10-minute cruise through scenic Hampshire with top down (the Stag's not Cori's) she declared, "If you have one, I should have one".

With her approval, dare I say endorsement; we started looking for Stags online with six critical contingencies.

1. It had to be running
2. It had to be within 400 miles of Streamwood
3. It had to be under \$2,000
4. It had to seat 4 passengers
5. It had to have an automatic transmission
6. It had to be a Triumph

After looking for three-plus months at Stags on Ebay and numerous other online sites, she fell in love with a running project car outside of Detroit. With her authorization, I submitted our final bid with only moments left on the auction, and we won.

Immediately after the auction ended, I asked Cori if she was okay with owning a two-seater instead of the four-seater she originally desired. She asked me "What do you mean a two-seater?"

I retorted, "What do you mean? What do I mean?" You just won a 1976 MGB 4 speed manual transmission. We either have to trade in a kid or make a back seat." Considering we have three kids and two two-seaters, the math didn't work out too well.

To which she replied, "What's the difference, I can't drive stick anyway."

Anyway, back to the garage. In order to accomplish my aggressive

goal of 2 cars in one show, I looked at my "Things to do on the British Car list". It's pretty long, and I have already pretty much maxed out all of my British automobile knowledge with the above-mentioned hardware cleaning and touch-up painting.

Now that I have twice the iron, half the space, a quarter of the knowledge, and none of the funds, my original goal may seem a bit aggressive, yet I am determined to make this work. Having already placed in the top five in the TR7 category at last year's event, I figure I have history on my side. Add to that, all of the help, parts, time, support, and advice I have received (in only my rookie year) from all the ISOA members and I like my odds.



Assuming of course, Cori can drive stick by August. Happy New Year

Mark Costello -aka

TRelvis



ISOAers in the News!

The Transportation section of the January 14th Chicago Tribune included a feature on "Barn Find" special interest cars and included an interview and a photo of ISOA's own Peter "Maestro" Conover. In the article, Peter describes locating his two [2!] 1957 Aston Martin DB MkIIIs. In case you missed it, I'm willing to bet that "someone" [possibly the Spinal Tappets' bass player?] will have copies at the next meeting, or you can click on:

<http://www.chicagotribune.com/classified/automotive/chi-0701130260jan14,1,7>

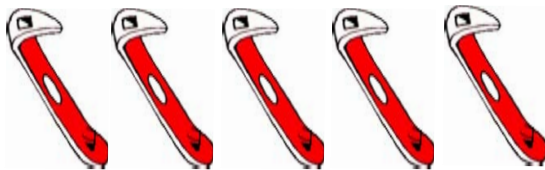
UNCLE SUDSEY'S *NEW BREW REVIEW*
SPRECHER PUB ALE



We were most pleasantly surprised at the December meeting when Kim "Lower Wacker" Jensen and her faithful manservant "Mr. Bill" presented me with four 16 oz bottles of various Sprecher beers to review. Sprecher manufacturers low volume, high quality micro brews in Milwaukee and has won many awards for the quality of their workmanship.

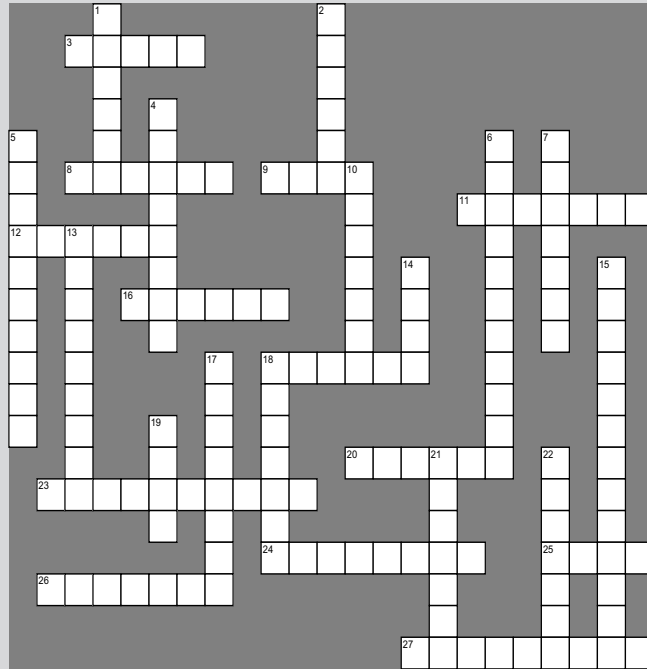
The Pub Ale is made with seven varieties of malted barley, combined to give this English-style ale a complex flavor and deep, brown color. A select British yeast culture adds a subtle fruitiness and a blend of choice hops gives this non-bitter ale a soft finish.

On the Sudsometer, we give this one the full complement of five church-keys..



British Terminology

See if you can enter the UK equivalent of these U.S. auto-related terms. Solution on page 18



www.CrosswordWeaver.com

ACROSS

- 3 electrical ground
- 8 top bows
- 9 fender
- 11 travel trailer
- 12 generator
- 16 gas
- 18 hood
- 20 shock absorber
- 23 tachometer [two words]
- 24 convertible
- 25 tire
- 26 wrench
- 27 f**ked up

DOWN

- 1 rocker arm
- 2 4-door
- 4 idle speed
- 5 windshield
- 6 turn signal
- 7 transmission
- 10 wrist pin
- 13 hub cap [two words]
- 14 trunk
- 15 station wagon [two words]
- 17 muffler
- 18 firewall
- 19 wiring harness
- 21 kerosene
- 22 cowl





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 complimentary 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 Kerm1@aol.com, (Triumph) Joe Alexander at N197TR4@cs.com, (Austin Healey) Jeff Johnk at jeff@centuryrefining.com, or stay tuned to SVRA's website at www.svra.com.
 See you all at MOTRAH 007!



Bob Harrington Photo

TRA2007
FINGER LAKES NEW YORK
TRIUMPH REGISTER OF AMERICA
NATIONAL MEET REGISTRATION

GENEVA, ON SENECA LAKE
 UPSTATE NEW YORK

JUNE 12-16, 2007

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.



JANUARY MEETING NOTES



More than sixty ISOA members, aka the Coventry Irregulars, jammed the garden level of Mack's Golden Pheasant on Sunday January 7th to witness the changing of the guard and orderly transfer of power as Mark "Guzzler" Moore received the ceremonial gavel from Joe "Stagmeister" Pawlak symbolizing his ascendancy [or possible descendancy] as the 2007 club president.

Joe called the meeting to order shortly past 7:00 PM and recognized two members who had traveled from out of state [Mark Anderson, who was in town from Michigan on business, and Steve Yott, who came down from Wisconsin apparently just for the hell of it]. Joe's last official act was to present Gloria "Queenie" Capetto with a special pair of "Super-Size" acupuncture needles in honor of her completion of the required course work necessary to legally perform this procedure.

On a more a serious note, you humble and obedient scribe announced the 2007 officers, who remained virtually the same from 2006 except for Mark as president and Joe, whose title will now be that of technical coordinator, something he has been doing unofficially for some time.

Mark began his reign of terror [he appeared to be the one terrorized] by asking for update from members on various triumph-related projects. He started by describing his own experiences with a TR6 frame repair that he and Steve Yott were in the midst of. Apparently, the pristine frame he had acquired on EBay had some "issues" that the seller did not reveal, which will result in spending some unanticipated "time and material" before the frame will be suitable for use. Al Christopher mentioned some unforeseen trouble with the front fender on his TR2. Greg Fantozzi brought some photos of his TR6 restoration, now in its fifth year and scheduled for completion this year. The body is back on the frame and ready for color. Lars Sullivan also spoke about a TR3 he has rescued from the crusher that he anticipates will be done by 2012.

Next up, Gloria Capetto described the menu for the Big Bash and asked if any one had access to an LCD projector. [Doug "Wires" Larson volunteered to provide one.] Jack Billimack then went through some of the events on tap for the New Year, several of which are discussed elsewhere in this issue of the newsletter. He recapped the New Year's Day Rally in Chicago, [see page

2] before elaborating on some activities planned for 2007. Jack spoke about the clinic at Pyle's, which has been expanded to include differentials as well as transmissions. He also mentioned the upcoming swap meet at the DuPage County Fairgrounds and passed around a sign-up sheet for members to occupy the club booth during the day. He also discussed the brake clinic to be held at Mueller's in February. This will be more of a seminar rather than a traditional "hands on" rebuild that we usually have. [At this point, Joe pointed out that similar clinics are available at certain shops for "only" \$325.00 plus \$30.00 for lunch!] Next Jack informed the group that the annual ChilFest would be held at Hurst's in Joliet on St. Patrick's Day, March 17th. There will also be a carburetor clinic at Pyle's in March - the hope is that after the carbs are dialed in correctly, a spring tuneup will be much more straightforward.

Jack also touched on some of the driving events planned for the new year. There will be a special race at Road America in May for Triumphs, Morgans and Healys. TRA will hold their annual national show in New York in June, VTR will take place in Pennsylvania in July, and Six Pack will hold their Trials, also in PA, in Sept.

In addition there are several local cars shows and cruise nights that we will post on the web and in the newsletter as information becomes available. Also, we hope to attend the races in Sycamore again this summer and hold another drive-in movie night. Further details will be forthcoming.

Following Jack's presentation, it was time for the Peter M. Roberts Award and the Boomer nominations. Mike "Toofus" received a nomination for the Roberts from your humble and obedient scribe for powdercoating a header and exhaust pipe and helping install several components on my TR3, [not the world's nicest, just the most expensive], and Steve Yott was nominated by Joe Pawlak for helping conduct the body work clinic in November. The vote was evenly divided between both, so each received a complimentary beverage.

Boomer nominations went to new chief executive Mark Moore for actually buying a frame that had some hidden problems; Tim Smith for "forgetting" to take the Boomer home the previous month since he claimed he wasn't technically a member and couldn't receive it in good conscience [ed note: since when has anybody in our club ever been guilty of having a conscience]; and the entire board was nominated by George Grumbos for eliminating the smoking break at the half way point of the meeting. To no one's surprise, "Yacker" won [lost?] and this time he actually took the prize with him

Dave Shedor won the raffle and went home with a lovely steering wheel cover among other things. The meeting broke up around 8:45. Begging your forbearance for any unintentional errors or omissions, I remain your humble and obedient scribe.

Suds



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Technical Coordinator/ Newsletter Publisher Joe "Stagmeister" Pawlak 847/683-4184 stagfire@elnet.com



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: 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. 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]

Wanted: Vintage Triumph ads, preferably color, or period artwork for inclusion in newsletter. Originals will be returned, Bob Streepy ph. 630/372-7565 or email: trstreep@sbcglobal.net.. [2/07]

For Sale: 1971 Spitfire Mk IV. Less than 1000 miles on rebuilt engine, Rebuilt front suspension, Dual SU carbs [includes Strombergs and manifold], needs dash re-assembled. Runs, looks and drives great. \$3400. Also, TR6 Rt front fenders. \$50.00. Jim Thing 630/837-1615 [2/07]

For Sale: GT6 Mk I Bonnet \$500.00. Other Mk I parts Call Dave Shedor 847/566-0478 [2/07]

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



- | | |
|---------------------|----------------------|
| Jeff Lathrop 2/01 | Denise Loss 2/15 |
| Rich Scholl 2/02 | Bob Steele 2/17 |
| Mary Jo Ploetz 2/04 | Julie Lathrop 2/17 |
| John Kolton 2/04 | Ron St. John 2/21 |
| George Capper 2/06 | Charlie Jessopp 2/26 |
| Joe Kaplon 2/07 | Colleen Elzy 2/27 |
| Matt Krajniak 2/07 | Brian Ploetz 2/27 |
| Dale Sorci 2/09 | Joe Todoroff 2/28 |
| Jim Arch 2/10 | Greg Heidrich 2/28 |
| Dan Swanson 2/12 | |
| Joyce Geiter 2/14 | |

NEW MEMBER

Peter Lee
1061 S Green Bay Rd
Lake Forest, IL 60045-4041
H:(847) 735-9391
67 TR4A

MEMBERSHIP COUNTS:

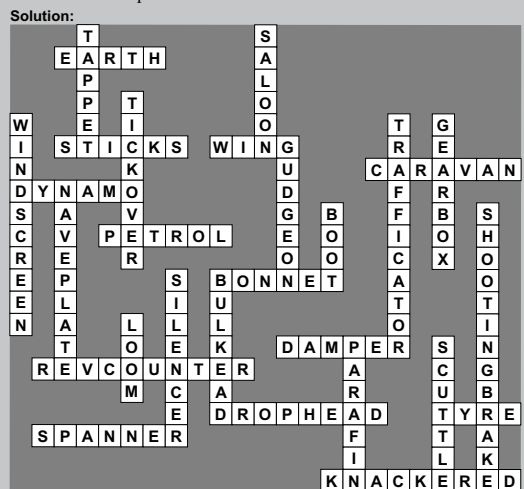
162 memberships - 235 members



**2007 DUES NEED TO BE PAID
BY THE MARCH 4TH
MEETING!!**

British Terminology

See if you can enter the UK equivalent of these U.S. auto-related terms. Solution on page 18





HERE'S A LITTLE TRIUMPH VINTAGE VALENTINE'S DAY "EYE CANDY" TO HELP GET YOU IN THE MOOD FOR LOVE



ISOA ON THE INTERNET

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

ONLINE ROSTER ACCESS INFO

THE REAR VIEW MIRROR

FEBRUARY 2007



*PROUD NEW GRANDPA MIKE MUELLER IN A 1980 TR8 AT 2005 VTR
PHOTO BY STACY McREYNOLDS*

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