



SNIC BRAAAPP

March 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

Trans Clinic '07

Text & Graphics by Bob "Suds" Streepy



More than twenty ISOAers descended upon Itasca on Saturday morning, January 27th, to take part in the annual club transmission/differential rebuilding clinic. This gathering of the tribe took place at the club counterpart of Red Green's Possum Lodge, also known as the home [or, more specifically, the garage] of Bill and Sheri Pyle. While most of the assembly attended primarily to observe, or even to lend a hand, several brave souls actually brought in gearboxes for repair or diagnosis. There was also a differential on hand, and it, too, was repaired and rebuilt.

The featured gearbox was from Mike "Hands" Blonder's TR4 and was expertly administered to by Steve

"Drippy" Yott. Mike, as per Steve's advice, had procured the necessary parts in advance, and the overdrive unit had already been rebuilt prior to the clinic. Steve had already meticulously cleaned the case, and, in fact, several people – including Mike - commented that no part that clean could possibly have come from Mike's Triumph. Steve began the process with the assembly of the mainshaft, and he explained the correct procedure for installing the gears, synchros, circlips, thrust washers, etc. and the proper sequence to follow. He also showed numerous tools, jigs, and other gizmos that he had fabricated to secure the various

Continued on page 2

Inside Your March SNIC BRAAAPP

ISOA Events Calendar

Performance Upgrades for the TR6

Brake Clinic

Spotlight on TR3A

Classifieds

Lots More!

***[DON'T FORGET TO PAY YOUR ANNUAL
DUES BY THE MARCH 4TH MEETING!!]***



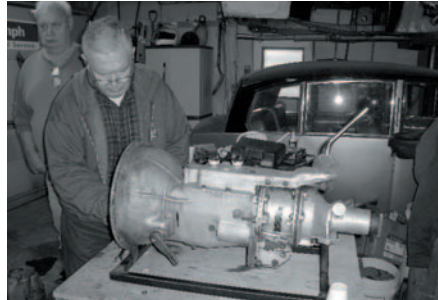
parts in position to aid in a quick and relatively easy assembly. Nevertheless, there was an occasion or two where some backtracking was necessary because a part did not remain properly aligned from bench to transmission case. Steve also kept up a running commentary that was both entertaining and informative on the “hows & whys” of the entire rebuilding process.

In the meantime, Jack Billimack, with the assistance of Mike “Toofus” Mueller, proceeded to install some new seals and gaskets in hopes of solving an ongoing problem with a leaking TR6 gearbox. [What, a Triumph that leaks fluid? Unheard of.]



In still another section of the garage, Bruce Barnet, using Steve’s transmission jig/tester, attempted to find out if the overdrive and transmission from his parts car was operative. The project allowed Jay “Cannonball” Holekamp an opportunity to test fit a new fixture that he had designed for adapting Steve’s transmission/overdrive tester to

gearboxes from cars other than Triumph TRs. The first test revealed no pressure at all, but after the screen was cleaned and fresh fluid added, the parts moved more freely, but the mechanism to engage the OD was reluctant to function.



All the while, Joe “Stagmeister” Pawlak was focused on rebuilding a Spitfire differential belonging to Rick Paulson. The Spitty diff had clearly seen better days, but after an hour two of the Stagmeister spreading, measuring, and shiming, the diff was pronounced cured.

As these projects were progressing, Bill “Whizmo” Pyle oversaw the various projects as well as providing tools, materials, and the occasional part.



Around noon Sheri announced that lunch was ready, and the clinicians gathered in the garden level of Pyle’s to enjoy a tasty repast of our two favorite

foods - beer and pizza. Following a nice lunch break, it was back to the garage to finish up the various projects.

Unfortunately, at least on this particular day, the news wasn’t good for Hands, whose overdrive refused to produce sufficient pressure to be pronounced hale and hearty.

Even after several attempts at diagnosing the reason for the lack of pressure, Steve had to take the OD back to Silver Lake for additional attention. He eventually tore the transmission and overdrive apart to bare bones on Sunday, and cleaned everything again.

He soaked the overdrive center section in lacquer thinner for 4 hours, used compressed air to get into every passage, and blew out some brown “stuff.” The thinner turned brown and seemed to melt some gunk that may have been plugging the hydraulic section.

The unit now has pressure - 450lbs of it!!!! The overdrive works fine, and it ran for an hour with no noises, good temperatures and NO leaks!!!!

The day was another invaluable learning experience for the seasoned veteran trans rebuilder and the neophyte alike, proving once again how fortunate we are to have access to the talents and expertise of so many skilled “tech-spurts.”



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 author’s 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, vomiting, and occasional tremors. Do not attempt to read actual informative text while viewing this publication.

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

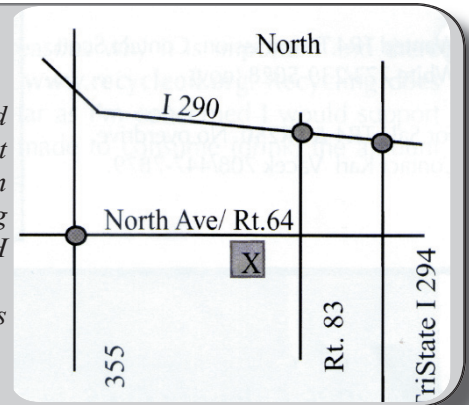


ILLINOIS SPORTS OWNERS ASSOCIATION

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

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

Everyone is welcome to attend the Board meetings.



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
Mar.	4th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	17th	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
	31st			25th annual ISOA House on the Rock Tour
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]
	17-20			MotorCheck Vintage GT Challenge at Road America, Elkhart Lake, WI
	23- 6/03			British Car Week
	25-7			Champaign British Car Show http://www.champagnebritishcarfestival.com/
Jun.	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	9th	Sat.		Peoria British Car Show
	10th	Sun.		Michiana British Car Show, South Bend, IN
	12-17			TRA National Meet, Finger Lakes, NY. Ph. Doug Jack (585) 248-3872 or visit www.triumphregister.com for details
	17	Sun.		Wisconsin British Car Field Day, Sussex, WI
July	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	15th	Sun.		9th Annual Boots & Bonnets British Car Show, Poplar Grove Airport
	17-21			VTR National Convention, Valley Forge, PA -see page 16 for details

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 checks should be made out to: **ILLINOIS SPORTS OWNERS ASSOCIATION.**



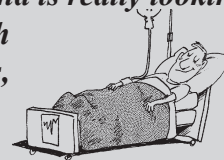
If you will not be at the March meeting, you may mail your check to:

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

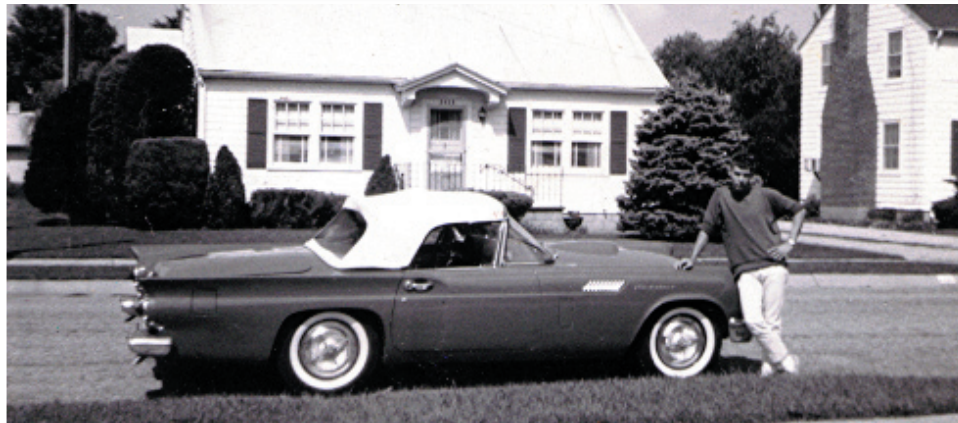




Ed Note: As many of our legions of faithful readers may already know, your humble and obedient scribe underwent a cardiac bypass “procedure” on January 31st. The surgery went well, and at this writing, [2/7/07] he is home and resting comfortably. He would like to thank everyone who sent well wishes and is really looking forward to seeing all of Snic Braaapp’s devoted readers, both of them, either at the March [hopefully] or April meetings, not to mention the upcoming driving events, clinics, parties, drive-ins, etc.



Bob Suds, make that “Waterboy,” Streepty



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

In our never-ending quest to provide you, our beloved gentle readers, with all the drek that’s fit to print, and more often than not, even more than isn’t, we here at SNIC BRAAAAPP Towers have come up with a new, and we hope, modestly amusing feature entitled “Gone But Not forgotten,” a retrospective on cars that we used to have and wish we still did. Our hope is to engender so much feedback from our readership, [both of you], that we will be inundated with articles to publish that we won’t have to write anything ourselves. In all seriousness, we thought that it might be interesting to share reminiscences and, hopefully, a graphic or two, from ISOA members of some of their much loved former rides.

Our thought is that somewhere in that shoebox full of black and white pictures, you might have an old photo of yourself and a favorite car from your youth that you might like to see grace the pages of this birdcage liner. It might be a picture of you as a baby or as a child or even as an adolescent, along with a

paragraph or two about the car and your memories of it. [If it’s of a Triumph, you go to the head of the class].

To kick things off, I am even willing to lead you on a trip down old Uncle Sudsy’s memory lane about one car he’d love have back.

When I was 17, my father, who had restored a couple of Model Ts but had become disenchanted with trying to keep up with traffic [and this was 1963 – imagine how the old man would feel taking his brass radiator “T” on I-355?]. He sold the Tin Lizzy and bought a six-year-old white 37,000 mile 1957 T-Bird for \$1700.00. It had 312 mated to a floor mounted 3-speed with overdrive, and he planned to do a cosmetic restoration and drive it, but not enter it in car shows. He and I had worked on cars together, and this one was going to be another father-son project – i.e. the son held the trouble light and fetched wrenches [usually the wrong size] and Old Styles while the old man did the work.

In May of ‘63, I had been instructed to pull the bumper bolts while the old man relaxed with a fully kreusened frosty malt. Try as I might, I could not get the bolts free, so my dad gave one of those raised eyebrow “if you want something done right, you have to do it

yourself” looks. He grabbed the ratchet, strained a bit, and broke the bolt loose. Unfortunately, the strain probably led to his fatal coronary the following day.

I went ahead with his plans and had the car finished off the way he and I had discussed. I headed off to college that fall, leaving the freshly painted T-Bird home. I wasn’t at all worried keeping the car in nice shape since my mother had never learned to drive, and even if she had, the T-Bird was not exactly her cup of tea.

Unfortunately, my mom had a near fatal allergic reaction to a dental anesthetic and found herself with a severe cash flow problem that could only be rectified by liquidating the T-Bird. [Or maybe the sight of that car just brought back too many memories.] At any rate, the car was gone, and I found myself behind the wheel of a series of forgettable rides while I still lusted after that red two seater. Nearly half a century later, I still find myself wondering about whatever became of that car. Odds are, even if my mom had kept it, I would have probably wrecked it or sold it to buy who knows what.

So there’s my story. Now it’s your turn. Jot down a couple of paragraphs about one of your favorite former cars and mail or email it to me. If you’d prefer, give me a call and tell me about it, and I’ll try to put your story into words for the newsletter. If you have a picture or two, even better. In this digital age, sending a graphic is pretty commonplace, but if you haven’t yet embraced that technology, we’ll return any prints we receive. I’m guessing that many of our legions of readers will enjoy hearing your “One that got away” story.





MOORE ON THE MARQUE

BY MARK MOORE



The best thing I can say about February is that it's over. We were slid-

ing along having such an easy winter, then came February with its Arctic cold mixed with wind and snow. This is just not ideal Triumph weather. The one thing in February to look forward to is the end because we are closer to driving season, and the last weekend is always the British Car swap meet.

The British Car swap meet is one of the highlights of the off-season in the Triumph world. It signals that driving season is just around the corner. You get to get out and see other car people, hunt for TReasure, and get the excitement of a car show on a midwinter's day. I always seem to return with something. Last

year Stalker bought a chess set [which included almost all of the pieces]; the year before he acquired a "preowned" gas can. I usually try to come home with a little something more Triumph related.

It is getting harder to find good Triumph bits and pieces. In years past, I always found pretty good stuff. Usually, it's stuff I didn't even know I needed. Ok, maybe I didn't really need it, but it was something I wanted. I think that's what the marketing experts refer to as "impulse" buying. Beside, you can never have too many spares, especially if the deals seem too good to pass up. Oh, there are still boxes of junk to dig through, and you can still find a deal here or there. It's just that the really good stuff goes right to EBay. If something really good does show up at a great price, another vendor will buy it before the doors open, and either move it to his booth and mark it way up or save it to put on EBay.

EBay has been a double-edged sword for us in the car hobby. It allows us to find parts from around the county, around the world, even, and have them delivered to right to our doorstep. The

down side is that it makes us compete with each other for parts, and some people put way too much value on this ephemera. Ok, maybe I'm cheap, but some people are just goofy with their money. They pay more for things that Moss sells than Moss sells them for. You can't blame people for sending the good stuff to EBay, but it has taken a lot out of the swap meet, not to mention driving up prices on used parts.

Oh well, I'm going to keep going to the swap meet any way. ISOA always has a booth where everyone hangs out and catches up. Plus, there still might be a deal out there somewhere. The thrill is in the hunt. Besides, we can make fun of all those geeks at the toy show in the next building. [Come on, you know they're making fun of us and all our rusty old car junk.]

Till next time,

Guzzler

Ed. Note: There will be a full report on the Swap Meet, including Stalker's most recent purchases, in the April newsletter.

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 and bring some spare drawers, just in case. Things get under way around 3:00 PM and will last until the beano wears off. RSVP 815/436-3236.

SHOE



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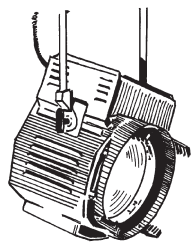




Spotlight on Triumph TR3A

Eighth in a Series

by Bob Streepy



By 1957 Triumph had produced more than 22,000 TR roadsters, and the marque had earned a reputation for rugged durability and strong performance that was beginning to permeate the consciousness of more than just sports cars nuts in North America. The prosperity of the Eisenhower years saw more and more Americans opting for a second vehicle, and the TR made a nice accompaniment to the family truckster that occupied the place of prominence in many garages. It offered spirited performance and good economy, although hardly any 1950s motorists were as concerned with gas prices as today's driv-

ers. After all, with fuel prices at 29.9 per gallon, the difference between 15 mpg and 25 was relatively petty.

The first two generations of TR, the 2 and the 3, had been pretty similar, other than the grille and the brakes [see Snic Braaapp Jan and Feb 2007]. In the fall of 1957, the first of the "Wide Mouth" TR3s rolled off the line at Coventry. Universally referred to as the TR3A, although that designation was not official, the car was immediately recognizable as a new model by virtue of its "Dollar Bill Grin," a term that was coined in the UK, apparently because of the car's strong sales in North America.

Besides the obvious change to the grille, the 3A had a different bumper design, exterior door handles, an external trunk handle, different badging and seat trim. Disc wheels, which had been body color on the 2s and 3s, were now silver. In its first full year of production, the Triumph TR3A recorded a record 16,035 sales.



It was during the production of the TR3A that Triumph introduced one of its most interesting promotions. Between 1957 and 62, it allowed North Americans



a chance to fly into Heathrow Airport to pick up their factory fresh TR3s and drive around Europe for a few weeks before flying home while their cars were shipped stateside. These junkets included a tour of the factory, and there is a record of at least one Yank who got confused at driving on the "wrong" side of the road. He banged up his brand new TR, and the story goes that the car was then put back onto the assembly line and repaired to "as new."

By late 1959, after pressing nearly 60,000 shells, the TR body dies were pretty well worn out, and Triumph retooled. The post 60,000 shells were immediately identifiable by the trunk and hood hinge mountings being slightly raised to give more strength. These cars are often referred to as "raised-hinge," as opposed to pre 60,000 "flat-hinge." Another subtle change was the redesigned floor area behind the seats, which was now flat rather than slanted. There was also a deeper spare wheel compartment.

1959 Triumph sales exceeded 21,000, and Triumph continued to churn out TRs at full capacity. Unfortunately,

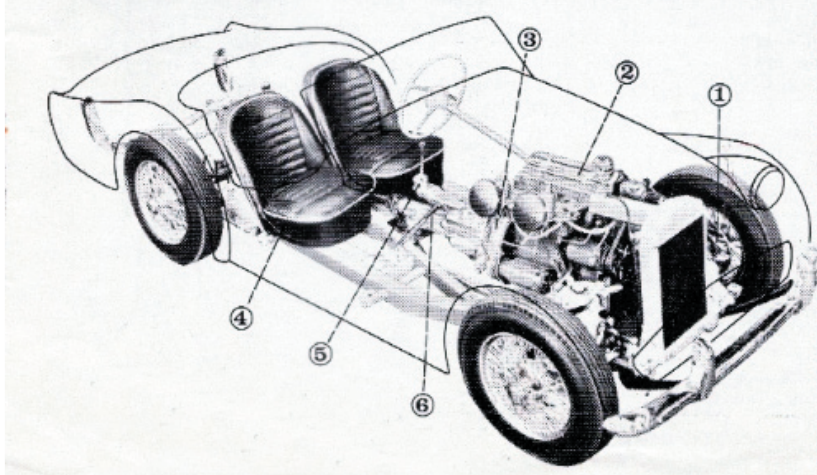


Not for publication before Wednesday, January 1st, 1958.

FEATURES OF THE NEW TRIUMPH T.R.3

Re-styled frontal grille of polished aluminium also houses the parking lamps. The overriders have been reshaped and the headlamps recessed in the body. The name TRIUMPH underlies the Triumph T.R.3 motif. The new tread design of the Dunlop tyres increases road adhesion and performance.

(Issued by the Publicity Department of the Triumph Motor Co. Ltd., a subsidiary of The Standard Motor Co. Ltd.) Print No. 19276





the TR3 lacked, and development for the TR4 was already under way. The 3A's last full year of production was 1960, although many built that year, [including Casper – not the world's nicest, just the most expensive,] would not be titled until 1961 or even 1962. By that time 58,309 TR3s had rolled out of Coventry on their way to over 70 different countries, with an estimated 85% destined for the

VTR and TRA are honoring the car that Mike Cook described as “not the British sports car America loved first, but the car it loved best.”

Material for this article was sourced from the following-

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

Newton, Richard. *Illustrated Triumph Buyer's Guide*. Osceola, WI. MBI Publishing, 1984.

Piggott, Bill. *Original Triumph TR*. Bay Devon, England. View Books, LTD. 1991.

Piggott, Bill. *Triumph by Name, Triumph by Nature*. Loughborough, England. Dalton Watson Fine Books, 1995.

Piggott, Bill. *Triumph TR – TR2-6 The Last of the Traditional Sports Cars*. Somerset, England. Haynes Publishing, 2003.

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



TRIUMPH TR-3, the car that changed America's mind about sports cars!

In competition, the TR-3 has probably won more awards than any other car you can buy today. The TR-3 also brings a new kind of enjoyment to everyday driving. Today, more than 50,000 American own TR-3's. You will see even more of them on city streets, on freeways and in supermarket parking lots than you will see in rallies. How come? The TR-3 was developed over a period of years to do certain things extremely well. 1. To be fast – and it goes up to 130 miles per hour. 2. To handle well – and it has quick-action steering, racing-type disc brakes, a sportsmen's gearbox, and a rigid X-type frame for stability. 3. To stand up under hard driving – and it has taken first in class in practically every major European rally during the past 5 years. 4. To be comfortable – and it has contoured, leather-upholstered seats and lots of stretch-out leg room. 5. To be practical – and it costs \$2000 less than other cars in its class, has even less "top-price-things" variables. It gives up to 38 m.p.g. of gas. It has an optional seat belt and a full-sized luggage trunk that locks. In short, the qualities which make the TR-3 great for "average driver" make it great for any kind of driver. Get for yourself, at your Triumph dealer's, 118's in the Yellow Pages. There are over 600 dealers from coast to coast. Each is staffed with factory-trained mechanics. An extra value: When you buy a TR-3 you buy not only a car with a future, but also a car of the future. As long as people are interested in the sheer enjoyment of driving, it will never go out of style. TRIUMPH

the demand began to slump in mid 1960, not just for Triumphs, but also for cars in general, and Triumph was caught with an unanticipated surplus of unsold cars. Nevertheless, Triumph was the sixth largest seller of imports in America in 1960. The downturn in sales adversely affected Triumph's finances to the extent that, in April, 1961, the company was taken over by Leyland Motors, providing enough fresh cash to stay in business.

Even before the Leyland takeover, it was abundantly clear that the TR3 had pretty well run its course. Buyers had come to expect creature comforts that

USA. As we observe the golden anniversary of the wide mouth this year, both



New Arrivals



Ernie “Evil Burt” Husmann of Wild Hare Racing fame has augmented his fleet of Triumphs with the acquisition of a 1976 TR7 FHC. He purchased his latest project from ISOA member [and newsletter editor emeritus] Kim Joiner. It has not been started in approximately 13 years, due to missing fastener-to-cam retainer plate. As may be deduced from the photo, the car has spent the majority of its active life as a racer in SCCA and Midwestern Council. Ernie plans to return the car to street use after removing the high speed deceleration impact-restraint bars, installing a DOT approved exhaust (i.e. muffler), and dealing with the lost fastener and whatever other issues might have arisen from its extended hibernation.



Dear Editor,



After studying Gizmo's graphics in the February "Letters to the Editor" Column, I would like to submit a corollary for the

ladies to better understand their fellas. I call it "Guy's Rules." Please note: these are all numbered "1" ON PURPOSE!

Mike "Hands" Blonder

- 1. Men are NOT mind readers.
- 1. Learn to work the toilet seat. You're a big girl. If it's up, put it down. We need it up, you need it down. You don't hear us complaining about you leaving it down.
- 1. Sunday sports. It's like the full moon or the changing of the tides. Let it be.
- 1. Shopping is NOT a sport. And no, we are never going to think of it that way.
- 1. Crying is blackmail.
- 1. Ask for what you want. Let us be clear on this one: Subtle hints do not work!

Strong hints do not work! Obvious hints do not work! Just say it!

- 1. Yes and No are perfectly acceptable answers to almost every question.
- 1. Come to us with a problem only if you want help solving it. That's what we do. Sympathy is what your girlfriends are for.
- 1. A headache that lasts for 17 months is a Problem. See a doctor.
- 1. Anything we said 6 months ago is inadmissible in an argument. In fact, all comments become null and void after 7 Days.
- 1. If you won't dress like the Victoria-Secret girls, don't expect us to act like soap opera guys.
- 1. If you think you're fat, you probably are. Don't ask us.
- 1. If something we said can be interpreted two ways, and one of the ways makes you sad or angry, we meant the other one
- 1. You can either ask us to do something, or tell us how you want it done. Not both. If you already know best how to do it, just do it yourself.
- 1. Whenever possible, please say what-

ever you have to say during commercials.

- 1. Christopher Columbus did NOT need directions and neither do we.
- 1. ALL men see in only 16 colors, like Windows default settings. Peach, for example, is a fruit, not a color. Pumpkin is also a fruit. We have no idea what mauve is.
- 1. If it itches, it will be scratched. We do that.
- 1. If we ask what is wrong, and you say "nothing," we will act like nothing's wrong. We know you are lying, but it is just not worth the hassle.
- 1. If you ask a question you don't want an answer to, expect an answer you don't want to hear.
- 1. When we have to go somewhere, absolutely anything you wear is fine. Really.
- 1. Don't ask us what we're thinking about unless you are prepared to discuss such topics as SEX, CARS, the shotgun formation, or NASCAR.
- 1. You have enough clothes.

HOE





Triumph Colleagues:

As some of you know, last Thursday [1/18/07], Barrett-Jackson (Scottsdale Auction) auctioned off a couple of Triumphs. Here are the details:

1949 TRIUMPH 2000 ROADSTER
sold for \$38,500.00



Total frame off restoration by Sheriff Motors, Southampton, England. Complete restoration documentation available with photos. British Motor Industry Heritage Trust Trace Certificate documentation included. - Awards: Best of Show & Best in Class, 1998 All British Field Meet, Washington; Best of

Show & 1st Place, 1998 All-Triumph Drive-In, British Columbia; Numerous Best of Show & Best in Class and awards at local car shows; Has won awards in every show entered - Condition: Car is in excellent condition and is possibly one of the best examples of this model remaining. Includes some collectible brochures, posters, & memorabilia.

1973 TRIUMPH TR-6 CONVERTIBLE
sold for \$26,400.00



Beautiful and reliable TR-6 that was completely restored in 2001 to its highest quality original standards. In a stunning color combination of Carmine

red exterior and tan interior; many would agree that this Triumph TR-6 represents the finest in a classic British sports car. Included are a tonneau cover, custom tan boot cover, custom car cover, Michelin red line tires, restoration photo documentation and all receipts. Special care has been taken to ensure that this car performs as well as it looks.

Winner of multiple First Place awards at All Triumph Drive-Ins, All British Field Meets, a Gold Plus award at Triumphfest, and a Second-in-Class at the prestigious 2003 Forest Grove Concours d'Elegance. Originally purchased by an Air Force officer in Los Angeles, it spent most of its life in dry Spokane, Washington. Purchased by me in 1993, it has since been garaged and was restored in Lake Oswego, Oregon.

Enjoy your investment!

Don Campbell



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 PM. Your \$20.00 entry fee buys three lines of kegling, 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.





The article below appeared in the January 2007 issue of *Classic Motorsports* and is reprinted with permission from the author and the publisher. SNIC BRAAAPP extends its gratitude to Tim Suddard of CM for permission to reprint the text. Copies of Issue #124, with many excellent color photos to supplement this text, may be purchased by calling 800-520-8292.

SIX PACK

PUTTING SOME KICKS IN YOUR TR6

BY CARL HEIDEMAN

The TR6 can climb from zero to 60 mph in 10 seconds. At least, that's what Triumph claimed early in the car's production history. These numbers have always seemed pretty ambitious to us, as 12 to 14 seconds seems normal for TR6s in the real world. However, even if we give Triumph the benefit of the doubt, those acceleration numbers are pretty lackluster in these days of 10-second minivans. While the TR6 is a beautiful car, it can't get by on looks and iffy claims alone. To return some street cred to the TR6, we set out to make some tried-and-true performance improvements on the car.

Our subject car is a very nice 1975 model that came to us with bone-stock running gear, including the engine, carbs and ignition. Before starting, we baselined its acceleration and horsepower figures. The car covered the zero-to-60 sprint in about 13.5 seconds—disappointing, but what we expected—while its engine produced a maximum of 74 horsepower at the rear wheels. That horsepower number was also right where we expected it to be.

Our goal was simple: We wanted to improve performance without sacrificing drivability. Additionally, we didn't want to rebuild the engine or make overly expensive changes. To that end, we decided on some mild changes that would give our TR6 the desired performance boost while maintaining its docile street manners.

OUT WITH THE OLD, IN WITH THE NEW

The meat of our recipe would be a ported and shaved cylinder head. To help get more air and fuel through that head, we'd also be adding a new

camshaft, a pair of side-draft carburetors and a performance exhaust. Finally, we'd give the engine a good tune-up.

While people are often quick to swap carbs and cams, the cylinder head is usually the key to any performance modifications. Putting big carbs on a poorly flowing cylinder head is like increasing only the big end of a funnel; if the small end is left alone, the funnel isn't going to flow any better. Likewise, a high-lift, long-duration camshaft won't do much if the head can't breathe well.

To get our project going, we pulled the cylinder head and sent it to CDs Engine Service for some work. For about \$800, they performed a three-angle valve job, opened the ports and shaved the face by 0.150 inch—that last move would raise the stock 7.5:1 compression ratio to 9.2:1.

This order sounds simple, but it's not. CD's has an experienced staff that has ported a lot of cylinder heads through the years, so we knew we were in good hands. We've seen a lot of "ported and polished" heads that were done by less experienced people; as a result, we found

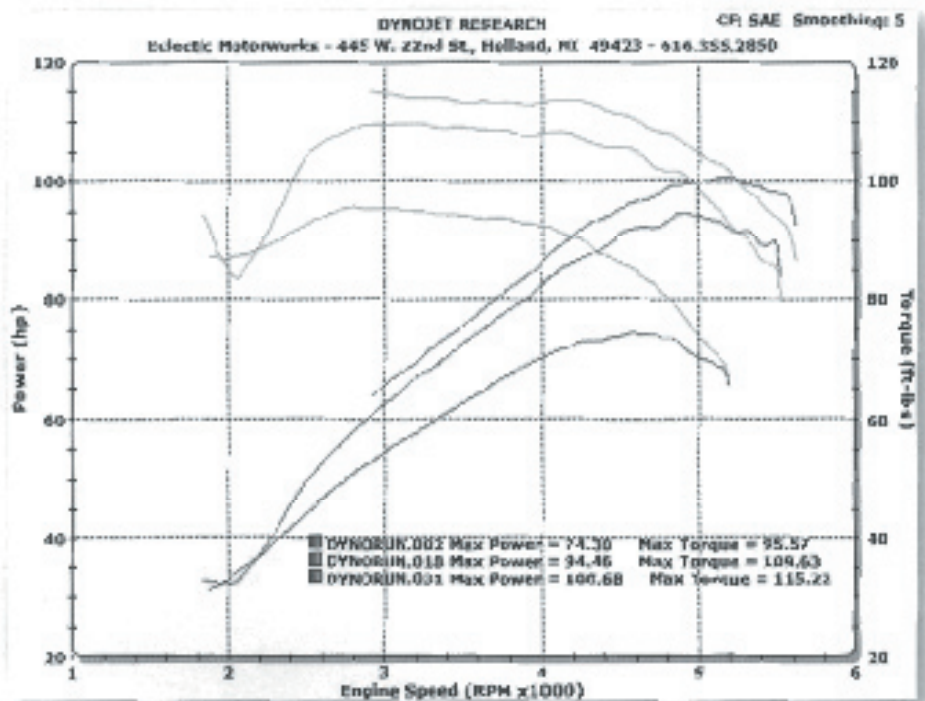
they didn't offer what they claimed. Since this is the most important part of a performance upgrade, we highly recommend seeking out a good shop for the work.

Our test car's camshaft was showing its age, so we decided to replace it. We turned to Good Parts for their \$299 GP2 cam and \$75 lifter set. While many people have found great increases with the Good Parts triple-carb setup, we stuck with just the cam and lifters.

After installing the cam and head, we moved to the ignition system and carbs. University Motors rebuilt the distributor and made sure its advance curve was suited for performance over emissions. (For more on ignition systems, see Issue 116 of *Classic Motorsports*.)

While the University Motors crew was working on the distributor, they upgraded it from points to electronic switching via a PerTronix Ignitor sourced from Moss Motors. The rebuild and electronic conversion setup set us back about \$250.

The Zenith-Stromberg CD-175 carbs that came on the car were





in decent shape, but had enough wear that they were ready for a rebuild. Our baseline dyno testing showed that they were running quite rich, which is usually a function of worn-out needles (easy to replace) and tired jets (more difficult to replace).

To see how our improvements were helping so far, we put the old Zenith-Stromberg carbs back on the engine and recorded some zero-to-60 runs. Our times had dropped from 13.5 seconds to 10 seconds flat. Our Innovate Motorsports LM-1 wide-hand air/fuel meter confirmed that we were still running rich, but we were obviously making more power. It was time to finally address the worn-out carbs.

While Zenith-Strombergs can be rebuilt and tuned to work and perform quite well, we chose to switch to new Weber carbs. In fact, we installed the first 45MCHH kit made for the TR6. The 45MCHH is a new carburetor that is basically half of the tried-and-true DCOE. However, where the DCOE is a twin-choke carb, the 45MCHH features a single-choke setup. The DCOE and 45MCHH share many internal parts, meaning the setup and tuning procedures are nearly identical.

Why did we only go with two carbs instead of three? Our math showed that our two carbs would provide enough flow for our engine's 2498cc displacement and 6000 rpm redline.

The 45MCHH kit is a slick, easy to install setup. A set of adapters join the Weber carbs to the stock TR6 intake manifold. A supplied linkage and choke cable mated the carbs to the stock throttle linkage. Two chrome-topped, foam-core air filters keep things clean—and looking good, too. Installation of the carbs was quick, taking only about an hour and a half. The price for the kit is about \$749.95 from Interco Products or one of its dealers. The carbs come with a baseline jetting that is pretty close, so we started there. Our air/fuel meter proved invaluable in quickly helping us get the carbs close to an ideal 12.5:1 air/

fuel ratio when under acceleration. After some minor tuning, zero-to-60 times were down to about 9 seconds. The car's transformation was well under way.

ONE FINAL TUNE

To really dial in everything, we headed back to the dyno one more time. A few pulls revealed that we were running a bit lean under load—more like 13:1 than our desired 12.5:1. Power was looking good—we were up to 94 peak horsepower at the wheels—but we knew we could do better.

Before correcting our air/fuel mixture, we wanted to make sure our ignition timing was as good as it could get. We always work this way: optimize ignition first, then work with mixture

Our initial timing setting was 30 degrees BTDC at 4000 rpm. (This was with the vacuum retard disconnected.) Since the compression ratio was still on the low side, we figured the engine would take more advance. We were right.

Before each pull, we inched up the timing one degree. For a little while, each degree added about one more horsepower to the rear wheels, with engine output peaking at 38 degrees.

Since we were making the same power from 35 to 38 degrees, we backed the timing down to 37 degrees.

Now that the timing was set, we finalized our jetting choices for the carburetors. Richer main jets and air correctors brought our peak power to a very respectable 100 horsepower at the wheels.

Back at our test site, we found that our zero-to-60 times had dropped quite nicely. We were now down to 8.4 seconds, only a fraction of a second behind the latest Mazda MX-5 Miata. The TR6 was performing very well and drivability was great, proving that well-planned performance modifications and a good tune can really feed a choked classic.

DEVIL IS IN THE DETAILS

People often ask us how one new engine part will improve a cars

performance. That's usually it hard question to answer, since the engine is a system and not a set of independent parts.

We got our power increases by using the right combination of head work (porting and compression ratio increase), camshaft (one matched to compression ratio and desired power band), ignition work (timing and advance curve) and carbs (size and jetting). We knew from experience that head modifications made the biggest difference—about 15 horsepower at the wheels—but we were able to unlock even more power from the head through the other improvements we made.

Throwing parts at a car is fun. Tuning one takes a little more work, but the results are often quite impressive.

Sources

Eclectic Motorworks
(616)355-2850
www.eclecticmotorworks.com
tuning and setup

CD's Engine Service
(616)662-1553
cylinder head work

Good Parts
(610)777-4457 www.goodparts.com
camshaft and lifters

Innovate Motorsports
(949) 502-8400
www.innovatemotorsports.com
wide-band oxygen sensor

Interco Products Corp./Weber
North America
(800)871-3405
Weber conversion kit

Moss Motors
(800) 667-7872
www.mossmotors.com
Pertronix Igniter

University Motors
(616)682-0801
www.universitymotorslid.com
distributor rebuild





*Special Snic Braaapp thanks to Sheri "Big Mama" Pyle for the text and graphics below. This article give an entirely new dimension to the term "Big Block"
[Whoever said size deosn't matter to Big Mama?]*

THE MOST POWERFUL DIESEL ENGINE IN THE WORLD!

The Wartsila-Sulzer RTA96-C turbocharged two-stroke diesel engine is the most powerful and most efficient prime-mover in the world today. The Aioi Works of Japan's Diesel United, Ltd built the first engines and is where some of these pictures were taken.

It is available in 6 through 14 cylinder versions, all are inline engines. These engines were designed primarily for very large container ships. Ship owners like a single engine/single propeller design and the new generation of larger container ships needed a bigger engine to propel them.

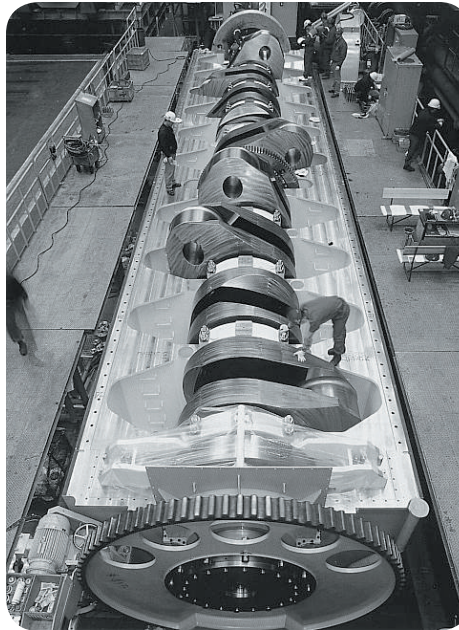
The cylinder bore is just under 38" and the stroke is just over 98". Each cylinder displaces 111,143 cubic inches (1820 liters) and produces 7780 horsepower. Total displacement comes out to 1,556,002 cubic inches (25,480 liters) for the fourteen cylinder version.

Some facts on the 14 cylinder version:

- Total engine weight: 2300 tons (The crankshaft alone weighs 300 tons.)
- Length: 89 feet
- Height: 44 feet
- Maximum power: 108,920 hp at 102 rpm
- Maximum torque: 5,608,312 lb/ft at 102 rpm
- Fuel consumption at maximum power is 0.278 lbs per hp per hour (Brake Specific Fuel Consumption).
- Fuel consumption at maximum economy is 0.260 lbs/hp/hour. At maximum economy the engine exceeds 50% thermal efficiency. That is, more than 50% of the energy in the fuel is converted to motion.

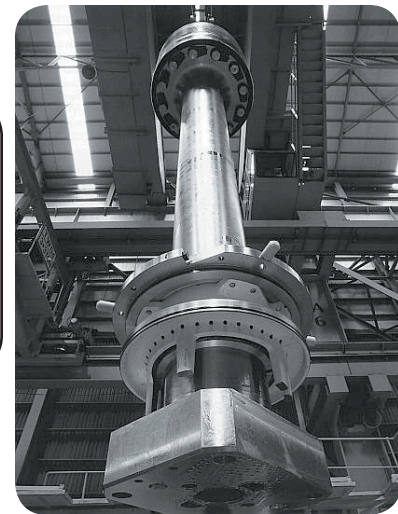
For comparison, most automotive and small aircraft engines have BSFC figures in the 0.40-0.60 lbs/hp/hr range and 25-30% thermal efficiency range.

Even at its most efficient power setting, the big 14 consumes 1,660 gallons of heavy fuel oil per hour.



Left-The crank sitting in the block (also known as a "gondola-style" bedplate). This is a 10 cylinder version.

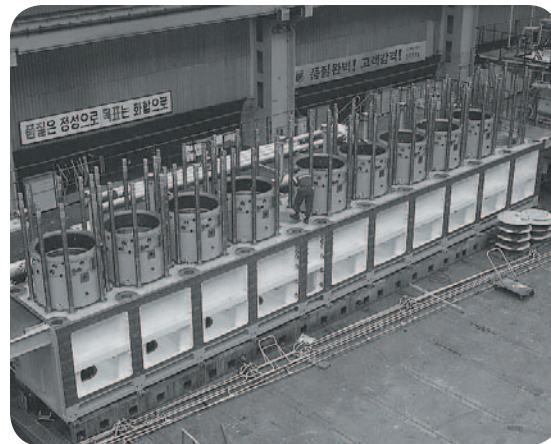
Note the steps by each crank throw that lead down into the crankcase.



Right-A piston & piston rod assembly. The piston is at the top. The large square plate at the bottom is where the whole assembly attaches to the cross-head.



Above-The first completed 12 cylinder engine.



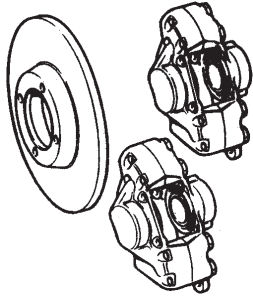
Above-The cylinder deck (10 cylinder version). Cylinder liners are die-cast ductile cast iron. Look at the size of those head studs!



Braking & Baking at Mueller's

TEXT & PHOTOS BY

JAY "CANNONBALL" HOLEKAMP



Early on the third Saturday of February, a cold, gray and snowy morning, seventeen stalwart Illinois Sports Owners Association members gathered at the warm, well lighted and cheerful garage of Mike "Toofus" Mueller in Wood Dale. A big pot of coffee and a large box of Danish sweet-rolls helped chase away the effects of the dreary morning. The formal purpose of the assembly was to have an informal seminar about Triumph brakes. Just as important, perhaps even more important, was the opportunity for those attending to break away from the normal Saturday routines and come together to talk Triumphs with like minded others.



Dave "Stumpy Joe" Kayson led the discussion and distributed an eighteen-page handout to each person, consisting of the Brake Operations section of the TR6 Factory Shop Manual. In many ways the perspective drawings that illustrate the TR6 manual are easier to understand than the photos in the TR4 Factory Shop Manual. Dave had a collection of front brake calipers and demonstrated how to disassemble them, eventually taking advantage of Mike's powder coating set-up to media blast and

powder coat the old calipers. The finished product was beautiful.

Dave explained how to determine if the hydraulic fittings threads on brake components are SAE or metric by using testing bolts sized either: 1) 3/8" fine [24 threads/inch] or: 2) 10 mm, 1 pitch. The caliper castings are also marked 16P if SAE and 16PB or 16M if metric. Since a proper threaded fit between the hydraulic line and the brake caliper is critical, this was great information.



There was a discussion about the merits of using silicon (DOT 5) brake fluid vs. the glycol-based fluids (DOT 3 & DOT 4). Steve "Drippy" Yott talked about the ability of silicon fluid to resist water absorption, not act as a paint remover, and concluded that it was probably the best choice for road use, low annual mileage Triumphs. The absence of water in the hydraulic brake system using silicon fluid also reduces corrosion, especially in low mileage use cars. Racers usually use glycol brake fluids since it provides a firmer brake pedal feel due to lower air absorption than silicon; racers



also very frequently replace the glycol-based fluid to avoid water absorption and the resulting lowered boiling point.



A question about brake pad material was asked, and again Steve felt stock pads were more than adequate for road use Triumphs. There was no advantage between bonded or riveted brake shoes in the opinion of the group. Drilled / slotted discs were also not thought needed on normal road use cars.

Jack "Spuds" Billimack talked about how to disassemble and adjust the rear brakes and showed a bent backing plate that had been unsuccessfully used as a pry point in an attempt to remove a stubborn drum.



As usual, the high point of a garage meeting at the Mueller's was the delicious lunch prepared by Diane. The homemade vegetable soup was outstanding, the coleslaw as good as it gets, and the sandwiches hit the spot. In the early afternoon, when the members departed to return to their normal Saturday routines, the sun was brightly shining on the new snow from a crystal clear sky.

Cannonball

Snik Braaapp[®]

ILLINOIS SPORTS OWNERS ASSOCIATION

ALL THE NEWS THAT'S FIT TO PRINT...AND QUITE A BIT THAT ISN'T.

VOLUME BASS TREBLE

FLASH BRAAAPP MARCH 1987



Return with us now to those thrilling days of yesteryear as we traverse the wormhole of time- The Manteno Bros. ride again. It was twenty years ago that these informative tidbits appeared in Snik Barf.

SPECIAL CALENDAR NOTES

The tour to and brunch at the Iron Skillet restaurant has been changed to March 29. Meet at the Firestone Auto Center in Woodfield Mall at 10:00. Uncle Jack-Bob Billimack will lead us to the Iron Skillet. More details at the meeting.

Due to great interest and increased emphasis on Concours d'Elegance, we will combine a Concours seminar with our annual tune up clinic. We are going to be participating in 2 major judging meets this year. The first will take place in July at North American Triumph Challenge XII. The second will be at our all British car day coming in September. If clean is your scene, come out to our clinic/seminar and learn what the judges look for. By doing this in April, you'll have plenty of time to get your car ready for judging. The location will be Bob Weiss' house in La Grange, the date is April 26th.

North American Triumph Challenge XII, known elsewhere in the country as the Vintage Triumph Register National Convention, will take place in Gainesville, Georgia. Dates for the convention are July 30-August 2. Convention headquarters will be the Holiday Inn, Gainesville. Gainesville is near Atlanta. You should plan to leave here on Wednesday July 29 and expect to return on August 3, unless you are going to sightsee, or fly down. The club will arrange caravans as we get closer to July.

This year's meet will include high speed UNTIMED laps of the Road Atlanta race circuit. You must complete a drivers' school at the circuit to qualify for the high speed runs, which will be untimed in the interest of safety. There will also be a timed slalom in the Road Atlanta paddock. Also included in NATC XII will be a pair of rallies; a TSD and a fun rally, parts auction, pool party, a driving tour, group photo, and more. The Concours judging will include people's choice balloting, and the awards banquet will feature noted Triumph historian/author Graham Robson. Of course, the traveling Roadster Factory, with Mastercard and Visa blanks, will be there. All in all, it should be another great Triumph convention, plan to be in on the fun. The March meeting of ISOA (Irish Sots Overcome by Alcohol) will take place at St. Patrick's favorite pub, the O'Round Up Saloon, 4152 O'Roosevelt Rd. f O'Hillside, II. Meeting date is March 1 at 7:30 PM, give or take an hour. President Jack O'Billimack promises an interesting evening. We will discuss upcoming events and fill in our Triumph calendar some more, now that the light at the end of the Chicago winter tunnel is in sight. We might even have some slides

from the Big Bash. Be there for the spending of the green that makes Billy the Bartender smile. Don't forget your name tag.

WELCOME NEW MEMBERS

Another group of people has shown uncommon intelligence and taste (notice we didn't say good taste) by joining our merry group. Glad to have you with us. In no particular order, they are:

Jackie & Dwain Jones
Zion, II. 60099
1980 TR8

Mitchell Lindahl
Chicago, II. 60641
1959 TR3a, 1980 Spit

William Smith
Forest Park, II. 60130
1978,79 Spits

Sheri & Bill Pyle
Itasca, II. 60143
1962- Spit

LETTERS TO THE EDITURDS

Sirs:

Let me set the record straight-I won the mayoral election fair and square. I did not use my body or my sex to get votes. One look at my television ads and you'll know I speak the truth.

Jane Byrne Chicago, II.

Sirs:

You'll get no argument from us.

Harold Fast Eddie Tom Donald

Sirs:

This is a "drag letter." I'm pretending I'm a woman while I'm writing it. I happen to be a married man with 2 kids, but I find it stimulating to occasionally write letters like this. I don't think it hurts anyone. It's not like I dress up or anything. I don't even use scented stationary, although I do sometimes dot my i's with little tiny circles. I wonder if any of your other readers share this interest.

Apex (Gladys) Mosier Knox, In.



6

Newsletter Editors Jake and Elwood Manteno ran into a slight problem last year at the Iron Skillet.



In Memoriam

HARRY Webster, 89 years old, was a British automotive engineer who left an indelible mark on the motor car industry of Great Britain. Sadly, Webster passed away on February 6, 2007. He was a much-admired and respected automotive engineer whose team inspired the birth of successful Triumph sports cars such as the TR2 family, the Spitfire, and the Stag and was also responsible for the Herald, Vitesse, 2000 and 1300 family car ranges; in the same period, he supported the building of special cars which raced successfully in the Le Mans 24-Hour race. Having become director of engineering in 1957, Webster assembled an enthusiastic team which produced a series of charismatic new models to near-impossible development schedules, even though investment finance was always very limited. It was Webster who discovered the mercurial little Italian stylist, Giovanni Michelotti, in 1957, and signed him up as a consultant to Standard-Triumph to ensure that a new generation of Triumphs would have much more flair than their ancestors. Webster (a fast and enthusiastic driver) would often drive from Coventry to Turin and back in a weekend to confer with Michelotti about future products TR-4-TR-5/250 and the TR-6.

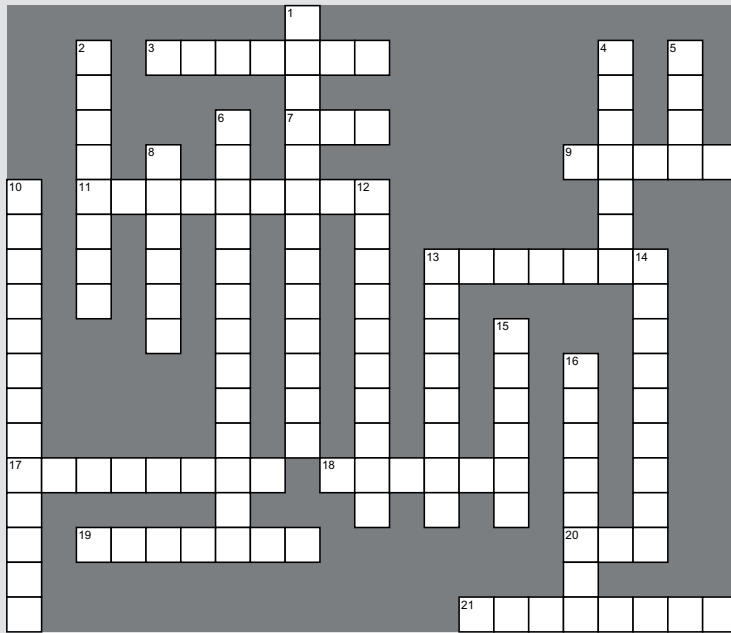


ISOA TECHNICAL EXSPURTS

- 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
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 Paint, Body,** Joe "Stagmeister" Pawlak
847/683-9683

TRiumph Trivia

solution on page 18



www.CrosswordWcaver.com

ACROSS

- 3 Saloon car similar to 1800 and 2000 Town and Country
- 7 Prototype AKA as "Bullet"
- 9 Non-factory nickname for TR7 & 8.
- 11 Coachbuilders who built bodies for TR2/3, Spitfire, and GT6
- 13 Rebadged Honda that was last car to bear Triumph nameplate
- 17 Five variations built from 1962-78; named for famous WWII fighter plane
- 18 Michelotti car built in many variations from 1959-71
- 19 Six cylinder successor to Herald
- 20 Blackpool-based company which used TR6 engines.
- 21 Six Cylinder triumph built in 1931-2

DOWN

- 1 Sleek Triumph Roadster built from 1932-4; also a Crosby, Stills, & Nash Song [two words]
- 2 Only three were built; based on 1930s Alpha Romeo 8C
- 4 TR2 powered custom with tubular frame.
- 5 Touring car built to compete with Mercedes; initially plagued with overheating problems.
- 6 abbreviated TS [two words]
- 8 Name given to a series of prewar Triumphs and a song performed by "The Shadows of Night."
- 10 Canley/_____; principal assembly plant of Standard Triumph
- 12 "Quality Light Car" produced from 1927-32 [two words]
- 13 Herald powered vehicle with motto: United, we Float.
- 14 Baby Rolls built from 1949-1953
- 15 Saloon car built from 1970-76
- 16 _____; 1800 & 2000 CC models were last cars to feature a "dickey" seat.





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 Kerm1@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!



Bob Harrington Photo



JUNE 12-16, 2007



If you know of an event that you think might be of interest to our membership, please call Bob Streep [630-372-7565] or email trstreep@sbcglobal.net to have it included on the club calendar.





FEBRUARY MEETING NOTES

Special Snic Braaapp thanks to Irv "Elwood" Korey for filling in for your humble and obedient scribe at the last meeting and taking these notes.

A diminutive, but nevertheless dedicated group of ISOA's usual suspects converged on the Mack's Golden Pheasant on Sunday, February 11th, to participate in the club's monthly general business gathering [not to mention drink beer and swap stories.] President Mark "Guzzler" Moore got things under way shortly after seven PM by welcoming first timer Rob Patchicalty [sp?] from Downers Grove who has a 1973 Spitfire. The proceedings were then turned over to Jack "Spuds" Billimack who presented awards to Snic Braaapp Wordsmiths who were not in attendance at the Big Bash, along with a special club honor to Tim "Yacker" Smith for the "ISOA Masquerade of the Year." It seems that Yacker never got around to renewing his membership, so he just showed up at club activities as an "at large" affiliate. We should note that Tim is fully vested in 2007.

Mark then yielded the floor to Sally Schulman of White Rabbit Garage Organizers who gave some tips on making the most of one's garage space. She also provided club members with discount gift certificates from her company. The microphone then was returned to Guzzler who spoke about the Big Bash, before turning things back over to Jack who discussed the recent transmission clinic, as well as events planned for the immediate future, including, but not limited to: the brake workshop at Mueller's, the swap meet at DuPage County Fairgrounds, Chili Fest at Hurst's, the carb clinic at Pyle's, Bowling Night, the distributor clinic at Jensen's, the tune-up clinic at Pyle's, and the Morgan, Healy & Triumph races at Road America in Elkhart, Wisconsin.

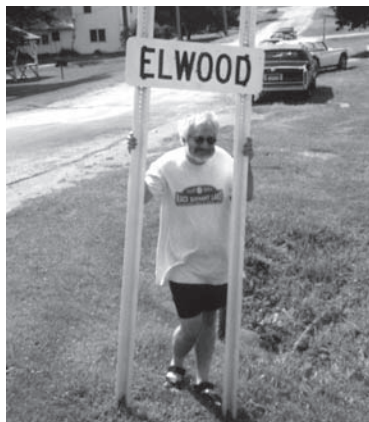
The next order of business was project updates from those in attendance. Ernie "Evil Burt" Husmann began by

describing his recent acquisition [see p. 7] and also his Spitfire racer. Nikki Wilson informed us that she had sold her GT6 and was now the owner of a 73 Stag. Al Christopher also commented that he was "deep in the bowels of bondo" on his TR2. Greg Fantozzi also brought some photos of his TR6 restoration, which appears to be progressing nicely.

Jack then mentioned a club magazine exchange in which members can bring back issues of car related periodicals that they have read to swap with other members. Chuck Montague agreed to facilitate the exchange program.

Following a short break, the meeting resumed with nominations for the Peter M. Roberts Award and the Boomer. For the first time in recorded history, there were no Boomer nominations, much to the collective relief of Al Christopher and Tim Smith. Guzzler agreed to lug the "trophy" home and back as part of his chief executive responsibilities. The P.M. Roberts nominations went to Bill Pyle, courtesy of Phil Fox, for helping rebuild an engine, and to Steve Yott, by way of Mike Blonder, for rebuilding his overdrive. Our humble and obedient scribe was given a sympathy nomination for managing to get the newsletter out, despite being in the hospital at the time. [Actually, it was a slow month, so the thing was at the printer's early for once.] The free drink coupon went to Streepy, who will redeem it for a glass of water at the next meeting [Ed Note: What a waste!]

Things broke up around nine.



Elwood



2007 ISOA

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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.

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)



- Wally O'Brien on 03/02
- George Grumbos on 03/03
- Diane Rafferty on 03/03
- Monnie Boylan on 03/06
- Mary Kurtzner on 03/07
- Kim Joiner on 03/08
- Pat Neis on 03/10

- Dave Kayson on 03/12
- Noreen Dodaro on 03/13
- Wayne Seyller on 03/14
- Bob Werkema on 03/15
- Bernie Sapato on 03/17
- Alan Avery on 03/18
- Dave Kanzler on 03/19
- Hank Bogdala on 03/19
- Terry Capper on 03/20
- Jay Holekamp on 03/23
- Tom Tokarczyk on 03/23
- Mike Sedlak on 03/24
- Jack Hansen on 03/24
- Gary Freigo on 03/26
- Mel Merzon on 03/27
- Joe Pawlak on 03/27
- Bobby Zambreno Jr. on 03/28
- Thomas Cantwell on 03/28
- Pam Leas on 03/28
- Tim Smith on 03/30



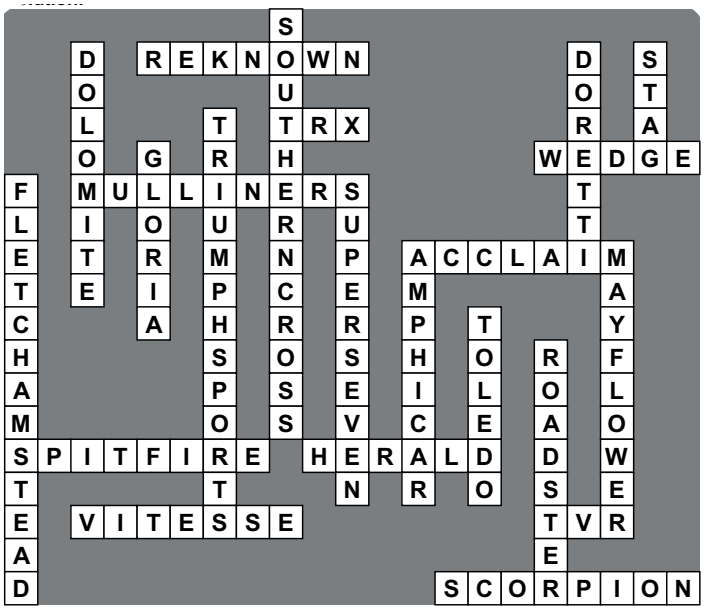
2007 DUES NEED TO BE PAID BY THE MARCH 4TH MEETING!!

Coming in your April SNIC BRAAPP-
Swap Meet report-
EPA Legislative update-
Chili Party story-
Lots of other stuff-



ISOA MEMBERSHIP COUNTS
164 Memberships - 235 Members

TRiumph TRivia Crossword solution



SAVE AN ENDANGERED SPECIES. BUY ONE.

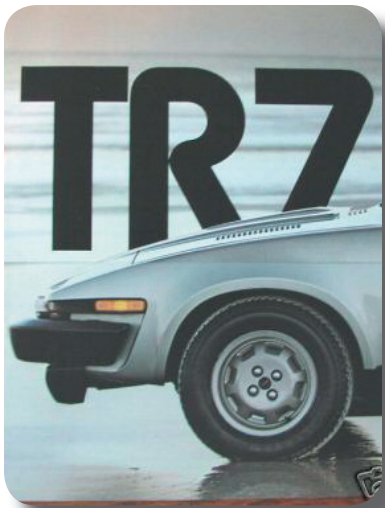
The openability, class, and fun factor of the TR6 and Spitfire are unparalleled. Just ask our owners. In a world full of cars, we'd like to reward you for yours. Buy a TR6 or Spitfire.

Being true sports cars, each also offers a high torque, high-revving engine. Full extra power for four-speedable engines. A full transmission. Separate rockers and frame. Heavy-duty four-wheel independent suspension. And a lot more.

When you buy a TR6 or Spitfire, you're not just buying a car. You're buying a lifestyle. A lifestyle that's fun, exciting, and full of adventure. A lifestyle that's as unique as you are. Buy a TR6 or Spitfire. You'll be a part of it.

Triumph TR6 and Spitfire are the perfect choice for anyone who wants a car that's fun, exciting, and full of adventure. Buy a TR6 or Spitfire. You'll be a part of it.

TRIUMPH



The world's fastest-selling sports car

The TR3 is the greatest name in sports racing. After more than 20 years, it's still the most popular sports car in the world. It's the only sports car that's been sold in more than 100 countries. It's the only sports car that's been sold in more than 100 countries. It's the only sports car that's been sold in more than 100 countries.

TRIUMPH TR3

The Triumph 25 PL laps MIRA at 107mpg! But you don't have to do it to join the power elite.

It's the only Triumph 25 PL to lap the MIRA at 107mpg. It's the only Triumph 25 PL to lap the MIRA at 107mpg. It's the only Triumph 25 PL to lap the MIRA at 107mpg.

TRIUMPH

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

MARCH 2007



*CHUCK MONTAGUE IN HIS IRISH RACING GREEN 1975 SPITFIRE 1500 "SHAMROCK" SPECIAL
STACY McREYNOLDS PHOTO*

SNIC
BRAAAPP

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