



BRIK SNARK

April 2007

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“Got ‘er Did!” Publications, A division of the Busted Knuckle Group

NEWSLETTER OF THE IRREGULAR SOCIETY ODD AUTOPHILES

DEDICATED TO THE ENJOYMENT AND PRESERVATION

OF TRIUMPH SPORTSCARS

CHICAGOLAND’S OLDEST AND MOST ACTIVE

TRIUMPH ENTHUSIASTS CLUB

NOW IN OUR LAST YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

SNIC BRAAAPP TOWERS TO CLOSE DOORS

ISOA OFFICIAL ORGAN TO CEASE PUBLICATION AFTER THREE DECADES

SPIRALING OVERHEAD COSTS, especially in the area of organized labor and press maintenance, have forced the ISOA Board of Directors to reach a most unpleasant decision; The time has come, after months of behind the scenes agonizing, to announce that SNIC BRAAAPP, the official organ of the Illinois Sports Owners Association for more than thirty years, will cease publication effective April 31st.

The winds of change will inexorably carry us forward to a new tomorrow in which all club related information will be communicated via the information super highway. We have decided to adjust and adapt to the new millennium by shuttering the doors of SNIC BRAAAPP Towers for good.

Henceforth, all members of ISOA who are associates in good standing, will receive a PDF from our new cyber-distribution center in Bhopal, India, prior to the monthly meetings, which now will be held via teleconference. Articles from readers to be included in the cyber-newsletter should be emailed to the head tech support personnel director, Bhugdes Singh, who will now be responsible for all content.

While SNIC BRAAAPP, as we have known it, may have gone the way of Marshall Fields, Berghoff’s, River View, Montgomery Wards, and other Chicagoland icons, we sincerely hope that you, our beloved and devoted readers, will embrace this new format with the same kind of affection that you have shown for the last four decades.

We certainly hope that you will be patient with your new staff, who inform us that, while they may not know too

much about Triumphs, that has never stood in the way of your, soon-to-be, former editor, thus the differences in journalistic integrity should hardly be noticeable to any but the most observant subscriber.

Permit us, then to bid a fond farewell on behalf of Dentino, the Mantinos, Pawlak and Quackenbush, those brave pioneers in auto-journalism who have gone before and set the bar at such unrealistically high standards that continuation of this publication at the levels the readers have come to expect, is simply impossible to continue.

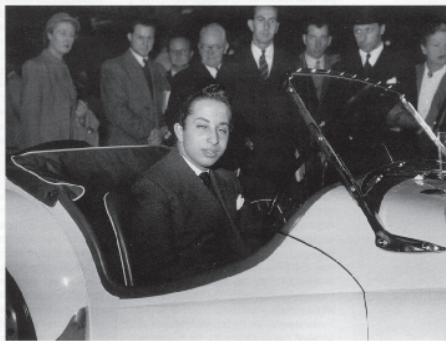
We wish our successor, Bhugdes, continued success at providing you, our beloved gentle readers with the kind of bathroom reading material and birdcage liner that you have come to expect. The lumbering Intaglio presses at SNIC BRAAAPP Towers are silent now, and the last of the fleet of delivery trucks has been dispatched. It’s been a labor of love, but the time has come to say good by. Begging your forbearance for the last time, I remain, your humble and obedient scribe-

Suds

Inside Your Final Issue
Featured Triumph of the Month
Muffler Bearing Clinic
House on the Rock Tour
Book Braaapp



A LITTLE BS FROM BS
NEW & VIEWS FROM THE BUGHOUSE



Permit me to take few moments to myself introduce to you. My name is Singh Bhugdes and starting 31st April from now on, I will be editor of ISOA Triumph newsletter Brick Snark. I have inserted picture of me above in Triumph TR. It was taken by old editor who tell me that I must a column each month write for newsletter, so I do that now. By day I am engineer for US Carbide in Bhopal and I answer tech support questions from Americans who cannot figure out how to operate equipment made here, even though we give detailed instruction in perfectly clear English for them.

My day job give me excellent command of English language and my boss say this is why I can do editor job since old editor did not know language too good, and besides, nobody read it anyway so who cares.

Old editor say to put in lots of pictures of naked women with big bosoms & bottoms, and write stories about passing gas. Ve here in Bhopal

know plenty about gas, so this should be no problem.

Unfortunately most women here are not so buxom as Americans, so finding pictures of naked women will be problem, but I use Google and find some which I put in here.



Here in India, ve know much about Triumph cars and ve still have many Standard 8s and 10s in daily use, not to mention lots of Heralds. [Did you know that only Herald four doors were built in India? This is true*. Ve did not want our women to have bend over to get in back seat, so we made four door Herald so that man could sit in front, where he must sit according to caste system and woman sit in back]. In fact, ve think that Standard 10 is vedy, vedy, nice



car and has vedy sexy styling. I like much better than Hindustandards

Old editor say I should write tech articles and stories about clinics. This is no problem for me because I am tech person for Dell Computer as side job. My brother also vork in clinic in Streamwood, so I will get plenty of writing material from him.

Old editor also say I must put notes in from meetings in newsletter about who gets Boomer, but I tell him I don't know what this Boomer is so he tell me to check with Smith Tim for more information.

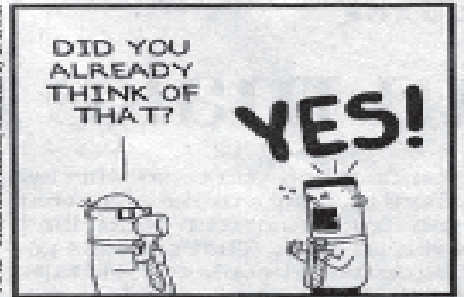
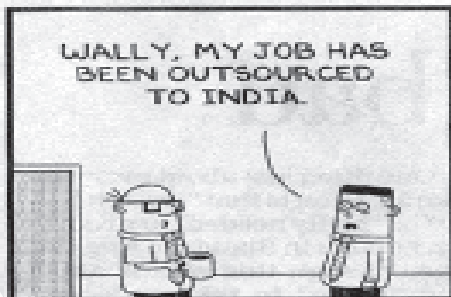
Old editor also say I should always tell truth in newsletter and never, never ever try to make jokes because some Triumph people in ISOA are not too bright and don't get jokes anyway. This should be no problem.

Old editor say I should have nickname, but I have never heard of such a things so he ask Mr. Elwood give me one.

Bugs

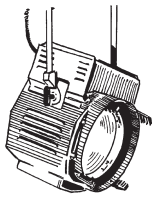
*See *Triumph World* Issue #21 Aug/Sept 1998 for details of 4-Door Heralds built in India.

DILBERT





SPOTLIGHT ON
TRIUMPH
TR 3 3/7THS
BY BUGDESH SINGH



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Following the overwhelming success of the Triumph Acclaim, the British Leyland engineers, flushed with pride [and cash], went to work designing the car that would epitomize everything that British automotive technology has come to represent – The Triumph 3 3/7ths. Blending traditional with avant garde styling, the car was introduced at the Earls’ Auto Show in London in 1978. The radical mid-engine roadster featured the Triumph intercooled duratech variable displacement .37 litre 3 cylinder Wankler rotary motor with supplemental power supplied through a Lucas-designed turbo charger capable of providing nearly 3 foot lbs of additional torque. This was the same motor that almost powered the prototype Works Mayflower II to a near class victory at LeMans, were it not for the explosion. An intermittent electronic petrol injection system, also from Lucas, was another technological breakthrough on the 3 3/7. It was capable of providing nearly 2 PSI

of atomized low octane ethanol to the cylinders and produced nearly 15 BHP at the rear wheel.

The car had a belt driven planetary transmission and an unlimited slip differential that was encased in a molybdenum-hypoid case taken from the prewar Standard flying two.

The car was suspended on transverse mounted coil-over leaf springs with independent front and rear suspension. The frame was of a full-length longitudinal octagonal tube design borrowed from the early Triumph Reknowns. It also had front and rear stabilizer bars fabricated from recycled jiffy-pop and Spam containers so readily available in the post war UK, and it sat on 4 x 10 copper disk wheels to conduct any static electricity from the road surface to the neutrally grounded dynamo.

Brakes were inboard and of the tried and true “mechanical” variety and could be operative on as many as three wheels, depending on the pressure supplied by the operator.

But it was the styling that set the new Triumph apart from the competition. Elwood Michellotti, who had studied at the Buttugly School of Design in Turin, was given the commission to sketch the prototype, since Giovanni was otherwise engaged with the four door Herald to be exported to the East.

Other technological innovations ahead of the time included the AM eight track docking port, intermittent wipers, a Triumph trademark perfected in the thirties, voice activated heated seats

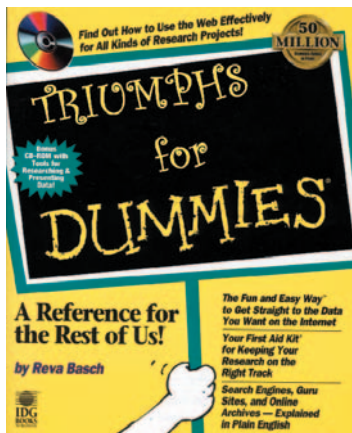
[with optional fire extinguisher] and GPS [gonad protection system]. The climate controls were activated by an ingenious system of cranks and sliding mechanisms located behind the door panels that allowed the driver to adjust the temperature by simply raising and lowering the windows until the desired temperature was achieved.

Elwood achieved a beautiful blend of old and new by marrying the classic “Dollar Grin” of the TR3A with the sleek modern styling of the “Flying Doorstop” Wedge series cars. He employed a low-profile monocoque glass fibre shell for the fixed head coupe. The result certainly speaks for itself and if it hadn’t been for the outbreak of hostilities in the Falklands, which siphoned off so much of her majesty’s specie, the entire history of automotive design and engineering would most assuredly have been different. [The fire of “suspicious origin” at the factory during the second strike did not help either.]

However, like so many great projects that were ahead of their time, the TR 3/7ths never received the developmental funding required to catch the public’s fancy, thus joining the ranks of the TRX, the Pacer, the Aztek, and the Edsel, ironically, each of which Elwood also had a hand in, thus earning him his special place in the stylist’s Hall of Fame.



Bugs



To give me background in writing technical article for Triumph cars, old editor give me Triumph shop manual to read. and he say if I read it, I will know enough to edit newsletter. Book is veddy, veddy, hard to read. It has little print and say things like “. . . isolate battery” and “. . . slacken gudgeon pin retainer using a suitable spanner.” and I tell old editor it make no sense, but he say most ISOA people don’t read it and use BFH to do repairs and I say I don’t know what means BFH and he say it means “Big, [veddy, veddy bad word], hammer.”

Then I find this book, shown at right. It is easy to read. It says it will tell how to fix things, but after I read whole book, I still don’t how to fix Triumphs Old editor say its ok because Triumphs never need fixing and if they do, ask Pyle Billy for help and he will use BFH to make it go



MUFFLER BEARING CLINIC

BY T. R. SICKS



On an unusually pleasant Saturday morning, April 31st, nearly 75 ISOAers gathered at the workshop of

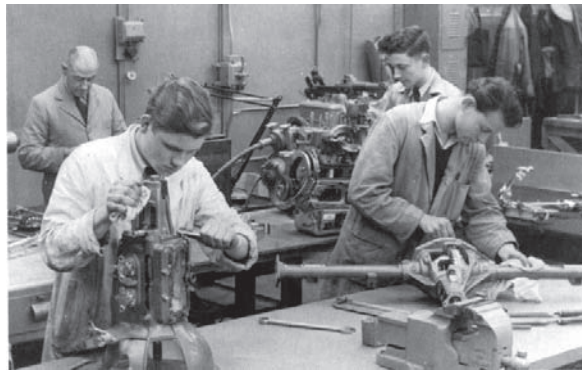
ISOA chief technical guru Apex Mosier in Chicago to learn at the feet of the master. Apex conducted one of his patented tech sessions; this time on changing out the dreaded muffler bearing. As many Triumphistae have discovered, unfortunately, oftentimes the hard way, nothing can leave your Triumph dead in the water quite like a leaky muffler bearing. Apex spoke about some of the telltale signs that may serve as foreshadowing that indicate the possible imminent failure of a muffler bearing.

He began the session by demonstrating the correct method of verifying that the bearing is bad. His special technique is to actually taste the muffler bearing lube, usually Castrol 90W GL6 synthetic, for the burnt almond flavor that foreshadows the inevitable bearing failure. Apex recommends that only skilled technicians use this method since the fluid can be lethal if swallowed, or allowed to stay on one's tongue for longer than 10 seconds.

Once Apex had determined that the fluid had been contaminated, the only solution is to remove the bearings from the muffler. This is accomplished by the judicious use of

a Churchill Tool #47xky-09. [Lacking the correct tool, it is possible to astutely employ a nine-pound Birmingham/Fletchamstead manual inertia director - aka BFH] on the body of the muffler creating a suitable cavity to allow for the extraction of the gudgeon pins. It is important to note the exact direction of the pins during disassembly since installing them in the incorrect orientation can result in sudden and inexplicable catastrophic failure of the entire drive train, not something to be taken lightly.

The next step is to note the exact amount of end float in the springs and ball bearings that hold the bearing cluster at the proper angle for maximum efficiency, usually +/- 180 degrees. The final step in the disas-



sembly is to remove the muffler case by using an adjustable flame wrench. It is advisable to follow prudent safety procedures during this process, since the muffler bearing fluid is highly flammable and has been known to spontaneously combust for no apparent reason.

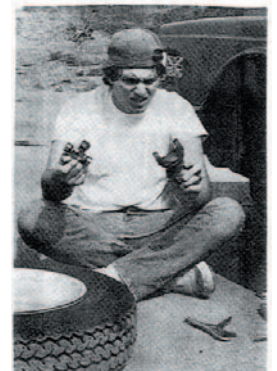
After Apex had removed the defective bearings, he replaced them with the new and improved bearings. Apex recommends that replacement parts be sourced from the far east, since the parts made for the home market do not have the proper amounts zinc and lead to stand up to the rigorous demands of these bear-

ings. The assembly process is the reverse of the preceding steps. Care should be exercised when the circlips are reinstalled on the bearing races and it may be necessary to shim the kanuten valve if the preload readings were less than .0035 centigrade.

By this time, Apex' sweet old Aunt Wanda, whose garage Apex uses to conduct these clinics announced that the pierogies were ready and it was to time to take a break and enjoy some fresh, homemade treats. Aunt Wanda really outdid herself this time, and all of the attendees made gluttons of themselves, having 2nd and in some cases third helpings of her specialty treats, "Sloppy Sergai's."

Following lunch, it was back to the garage for the installation of the rebuilt muffler, complete with new bearings. The process only took a few hours and by midnight, it was to give the old girl [the car-not Aunt Wanda] a road test. Unfortunately, Apex had failed to close off the battery drain before we began the project, and all of the current in the battery had evaporated, leaving us until next time to find out if the rebuild was a complete success.

Despite this little setback, all of the members in attendance were in awe of Apex's skillful and adroit manipulation of his extensive collection of specialty tools and the breadth and depth of his knowledge of Triumph technology. I know I speak for everyone one in attendance when I say unequivocally that a good time was had by all.





I could have sworn I hit the brake pedal!
Call out the wrecker!



Coming back up...coming...coming...



Coming...almost there!



Ooops!



I could have sworn I set the brakes.
Time to get a Bigger Wrecker!



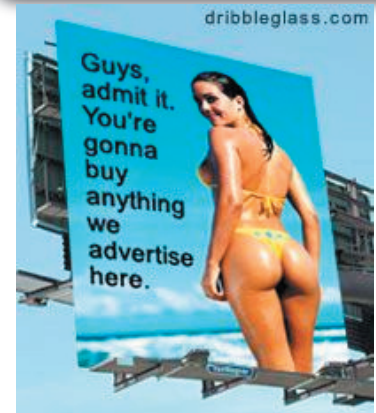
Ok, we got the car...let's get the other
wrecker now!



O...o...oohhh No!!



Who's gonna explain this one to the
insurance guys?



BRICK SNARK is emailed monthly as a PDF, most of the time, and should be expected before the ISOA teleconference. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is India!] or plausible threat, are occasionally squeezed in at the last minute. 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 Irregular Society of Odd Autophiles board or the editorial staff of BRICK SNARK. .

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2007 ISOA HOUSE ON THE
ROCK TOUR
APRIL 31, 2007
BY T.R. SICKS

Saturday morning, April 31 dawned sun-drenched and clear, but then again, the weather is always gorgeous for this, the most sanctified and beloved expedition in ISOA long and storied tradition. We refer, of course, to the annual Earl Wright Memorial ISOA House on the Rock Tour and Concours d'Elegance. Although we were personally somewhat weary after spending the previous evening reading nursery rhymes to blind, disadvantaged urban youth and preparing meals at the soup kitchen, we arose early to try to spend a few hours on the Habitat for Humanity project before we stopped to help Billy Pyle figure out some transmission and carburetor enigmas on his 2000. I'm not sure which gave me greater fulfillment, bringing some joy to the faces of those wonderful youngsters, providing some meagre sustenance to some of society's less fortunate, or coming to the aid of a fellow ISOAer in need of my expertise. I was especially excited to embark on this year's tour because it would mark the first outing of Casper, (not the world's most expensive, just the nicest TR3). Over the winter hiatus, we had fabricated and installed custom designed electronic variable valve timing and lift control system along with a computer controlled fuel injection

system. We also added a six-speed transmission, which we had patterned after the Vanden Acker version, with our own custom upgrades and improvements.

As has been our wont for many years, we gathered at Earl's home for our timely departure to the land of bratwurst and cheese to behold once again the majestic beauty of Alex Jordan's architectural marvel, the ever popular House of the Rock. No matter how many times we ISOAers view this breathtaking eighth wonder of the modern world, we never cease to be amazed at its beauty and splendor. Aside from the usual suspects [Billy and Sheri, Tim & Ann, Joe & Kathy, Sandy & Jerry, Mike & Diane] first timers joining this year's caravan, were: Natalie and Yacker in their 250, Spuds and Barb, who opted to trailer their TR3 showcar, Pat Morse in his Triumph, Lars Sullivan in his 3, Denny and Gloria in their 3, and Bob Erikson in his 250 [accompanied by Gary Fager]. We were disappointed that Bob Donile couldn't make the tour, but he called to let us know that he had lost his keys and he would have to wait until the local K-mart opened before he could a new one made. Dan and Cathy Swanson had also indicated that they planned to join the caravan, but they never showed up.

Due to our admiration for Earl's driving skills, we asked him to set the pace on the tour and some of us had an extremely difficult time keeping up with the breakneck pace he established,

especially Bob Steele, even though Bob had specifically modified his Stag just to keep up with Earl. Earl actually lost much of our motorcade by speeding through the Kettle Moraine at full throttle, but he finally slowed down and graciously allowed us to catch up with him. At one point, he actually took some of the turns in excess of 150 MPH and was observed cornering on two wheels. What a madcap that Earl is!

We arrived about 10:00 in the morning and had a nice brunch at the Pizza Hut before touring the House on the Rock. Words fail to adequately describe the sights and sounds of this breathtaking hallmark to the unusual. Following the tour, we adjourned to the hotel parking lot for the ISOA Concours d'Elegance. We decided to abandon the People's Choice balloting, since it was a foregone conclusion that Earl would win the best of show for the 15th straight year. Earl, such a thoughtful fellow, had always volunteered to print ballots at his own expense. Instead, we had a judged concours with Irv as chief judge, assisted by Bob Kamholtz. We were joined in the event by our some of our friends from Minnesota and Wisconsin who drove in just to share some ISOA camaraderie.

Following the judging, we all headed over to the track for the competitive driving section of the tour. This year the event was held at nearby Elkhart Race Track. Earl had reserved the track for our group and we were able to autocross around the track at full speed. Again, as it has been for the last 15 years, Earl (who generously offered the use of his own timing devices) overcame all challengers for first place. It's really funny how your eyes can play tricks on you, because it never looked like he was going that swiftly. [I guess its true what they say: The good ones make it look easy.] Other awards received by ISOA were as follows:

- Best fuel economy* - Yacker [He used less than half a gallon of gas the entire weekend, although we're not sure what kind of mileage the tow



truck got.]

•*Highest coolant spouting:* -
Lars Sullivan, [a new ISOA record 18' 4"]

•*Best time using only 2/3 of the required spark plugs & lug nuts:*
Jack Billimack

•*Farthest distance on 1 wheel stud:* -
Jim Arch

•*Fastest removal of a TR3 Engine:* -
Denny Capetto

•*Demolition Derby:* -
Gary Fager

•*Most innovative Master Cylinder Repair:*- Ann Buja



to go pub-crawling, but Gizmo and I persuaded him to stay in for his own good. He then insisted on ordering X-rated pay-per-view movies in the hotel, much to my dismay and embarrassment. Finally, he fell asleep and we were able to watch educational TV until it was time for the ever-popular Parking Lot Patrol. This an ISOA ritual in which members of different clubs engage in late night scripture study and also assist hotel security in seeing that our Triumphs are not molested during the wee hours. The Minnesota club is especially dedicated to this late night pursuit.

Sunday Morning, following Vespers, we headed on an early morning drive through scenic southwestern Wisconsin. We stopped for an all-you-can-eat breakfast (\$2.50 including tax and tip) of steak and eggs and once again, we were reminded of the joy of Triumph driving in an exemplary atmosphere, i.e. winding two lane blacktops, gently rolling hills and curves, sunny skies, and friendly natives. It was too bad that Elwood was too tired to cherish such a bucolic scene.

Following the driving contest, we returned to the hotel for some refreshments before attending the banquet. As happens all too often, Elwood overindulged and I had to assist him to our room. [I never cease to be amazed at how some people can squander their health and self respect by abusing God's bounty.]

The banquet cuisine this year was truly elegant. We had all you could eat prime rib and lobster along with an open bar for only \$4.95 per person. You just can't beat Wisconsin for the your entertainment dollar! The local people were so affable and gracious to us, especially after they found out that we hailed from the Chicagoland area. Many expressed an interest in the continued good health and welfare of Rex Grossman and stated that they wished they had a quarterback as good as any of ours. After the awards, I held an impromptu clinic on Lucas electrical systems primarily for the benefit of Tim and Joe, both of whom were puzzled by some electronic gremlins. [I've always believed that if you have a gift, it is only fitting and proper that you share it.]

Elwood had managed to regain some of his composure, and he wanted

Finally, it was time to return to the greater Chicagoland environs. We took the back roads and all of the cars performed flawlessly, as usual. I was especially pleased; since it was the first time I had taken my car out since finishing its modifications. But actually, since I had done virtually all of the work myself, there was really no reason to worry. As it turned out, any trepidation was unfounded. When we arrived home, our beloved was waiting for us with a cold glass of milk and some home made apple pie. She had just finished cutting the grass as we pulled in the driveway and she insisted that I get some rest after my long drive. I told her how much I really was looking forward to going to the shopping mall with her and her mother and sister, but she would have none of it. So despite my protests to the contrary, I was forced to spend the rest of the afternoon alternating between dozing in my recliner, reading the Sunday paper, and/or watching the NBA playoffs.

Thus ended our 15th annual House on the Rock tour. To be sure, a good time was had by all. If you weren't able to attend this year, one you certainly missed one of the best ISOA functions ever. Thanks again to Earl for making the whole event possible.

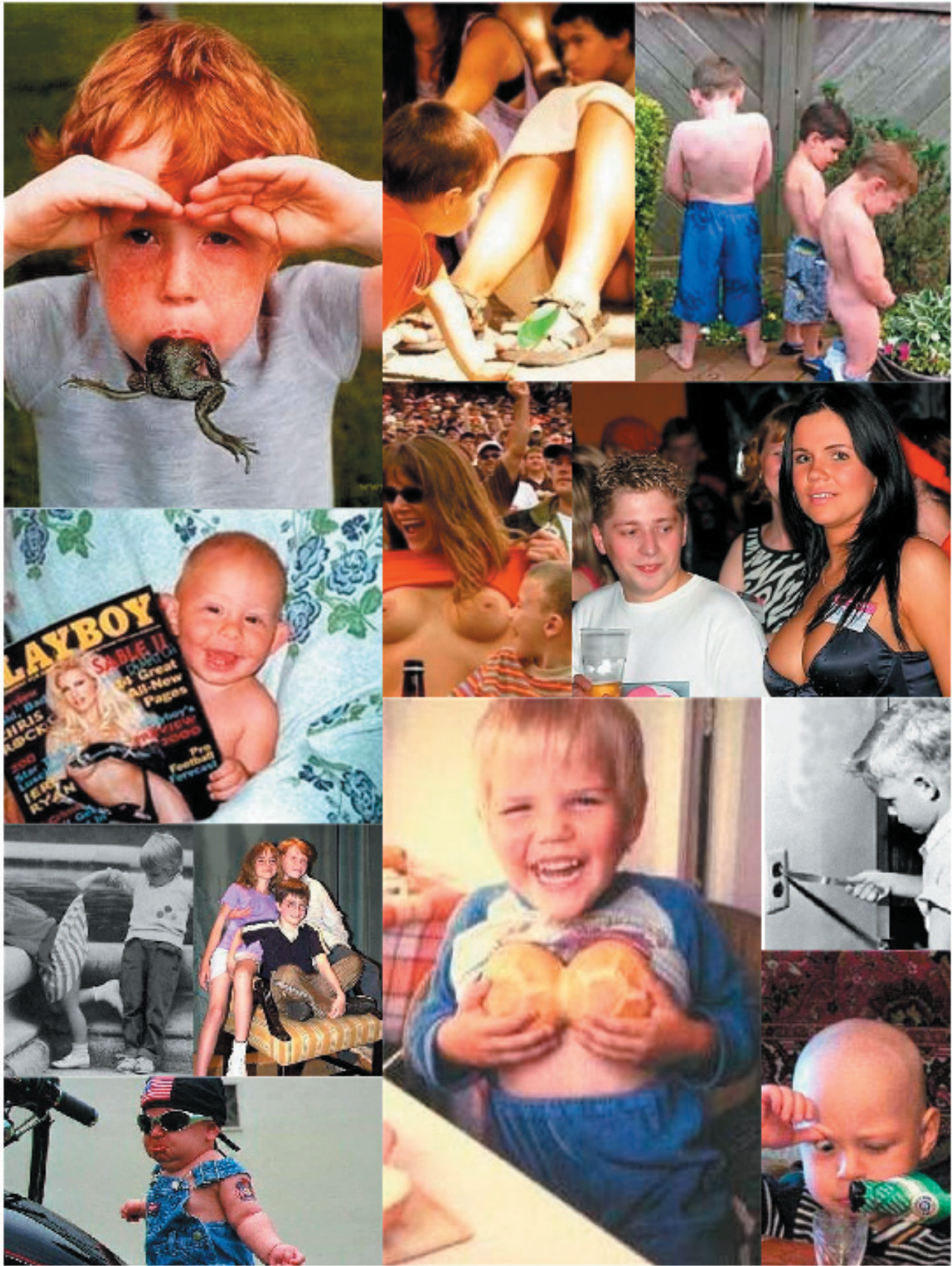
Respectfully submitted by your humble and obedient scribe

T. R. Sicks



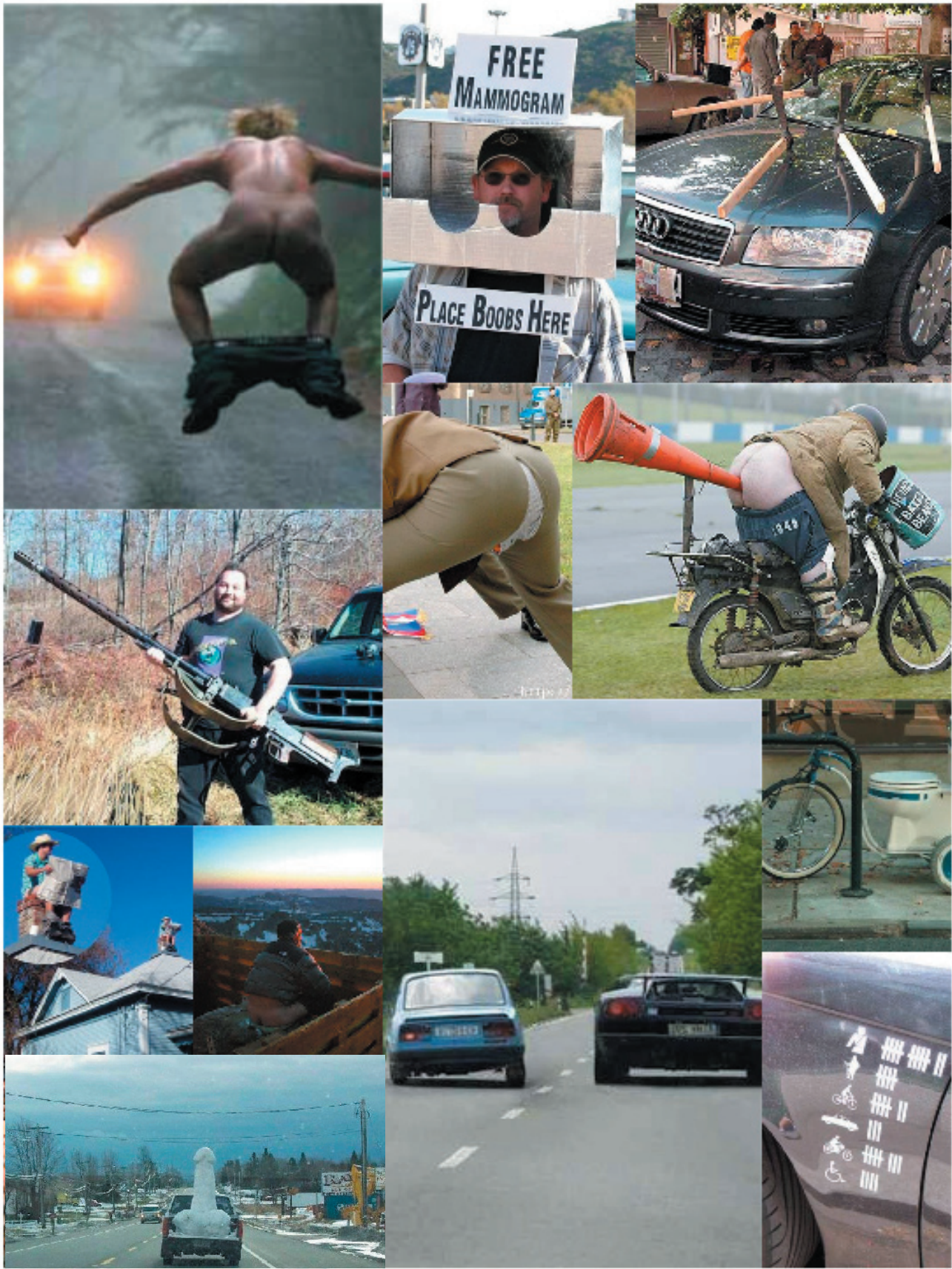


Tim "Gizmo" Mantel has graciously shared some of his baby pictures here and he has asked that we include them in this issue. He calls this collage "Boys who make their daddies proud!"





We received these graphics from Mike "Toofus" Mueller who simply referred to them as "Things that make you say 'OH My God!'"





The article below appeared in the April 2006 issue of *Road & Track* and is included here with permission from the authors and the publisher. Snic Braaapp extends its gratitude to Thos. Bryand for permission to reprint the text and graphics.



FOUR ANGRY CYLINDERS

We test the famous Shiftright Special

by Joe Troise and Phil Frank

With automobiles, as with military battles or the greatest feats of athletes, the line between mythology and reality often blurs. The mere mention of certain icons in automotive history, much less their occasional appearance, is often enough to send serious enthusiasts into a rapture of desire. Could we, mere mortals, actually see, touch and hear Dan Gurney's Ford GT40 Mk IV, Fangio's Maserati 250f, Steve McQueen's *Bullitt* Mustang, Nigel Shiftright's MG TC? Surely, any one of these cars would be the Jewel in the crown in any collection of historic automobiles.

So it was with a sense of awe and anticipation that we motored up Flapping Bonnet Lane to approach the carriage house sitting on the very edge of Nigel Shiftright's legendary estate, Burlwood. While the estate itself seemed to remain elusively out of view during our visit — "regrettably obscured by fog at this time of year" Nigel informed us—the vehicle that gave birth to the Shiftright legend stood there as real as the pool of oil collecting beneath it. The Shiftright Special. The same four angry cylinders that defeated Baron von Stockbroker those many years ago in a vehicular dogfight, which historians rate as perhaps the most thrilling individual feat of arms

since David slew Goliath (see "Dawn Patrol." R&T. May 1990). We wondered within ourselves if we were indeed worthy to test drive it. We decided we were.

It is nothing short of remarkable that this car even exists today. The 1948 MG TC was certainly not built with the idea that it would be still running many decades later. It is for this reason, for instance, that modern skyscrapers, tunnels and freeways are not made of wood. Nonetheless, the TC was certainly built to a purpose—to get a person from one place to another as uncomfortably as humanly possible has been suggested as the motive.

As the Shiftright Special was rolled out of its garage, we were immediately reminded of the MG TC's ancestral link to lovely pre-war designs. The Spanish-American War artillery limber or Wells Fargo stagecoach might come to the mind of the casual observer, but we knew better. Here we had a wider, more powerful version of the earlier MG TA/TB models, proving once and for all that the English, unlike their American cousins, are never anxious to throw anything away if they can get 20 more years out of it.

A quick peek under the bonnet revealed the ever-sturdy XPAG engine—a 1250-cc powerplant of gnat-like fury that was good enough, in Nigel's own words, "to propel the MG TC to a respectable finish at Le Mans in 1950—respectable in that it very politely allowed most of the other cars in the race to go on ahead.

Quite sporting, don't you think?"

As we stepped back to view and photograph the entire expanse of its 7-ft. 10-in. wheelbase, we realized how difficult it might be to capture in words what the camera so clearly shows. Yes, of course, we could talk about those 19-in. wire wheels, proud radiator and the long, graceful clamshell fenders connecting the car front and back into a dignified whole. It's all so very—British. Ultimately, though, we will probably have to rely on quoting Karl Ludvigsen, who seems to have intuitively grasped the TC design better than anyone else, when he suggested (he image of "a coffin riding on four harps." And on what better note to start a road test?

The first thing our readers would likely notice if he or she were to slip behind the wheel of the Shiftright Special is that the typical driver has increased in size quite a bit since 1948—especially those drivers who were actually alive in 1948,

Starting the Shiftright Special is much like firing up any more ordinary TC. One turns the ignition key to the ON position, theoretically activating the Lucas electrical system. Then, using one free hand, the choke knob is pulled out vigorously, until the dashboard begins to groan in protest, and then it is retracted ever so slightly: with the other free hand, the starter pull knob is also pulled; and with the last free hand, the gearshift is positioned into neutral. This is the preferred method, since having both feet



firmly planted on the floor rather than on gas and clutch gives the driver the firm purchase necessary to overpower the choke and starter cables.

True to the car's racing heritage, the large dial directly in front of the driver is the tachometer, with the bothersome speedometer nicely placed out of sight on the left. Not that one would need a tachometer to know the engine is running. It tappity-taps as only a vintage engine can do; however, a few discreet jabs of the gas pedal tell the driver that there are 54 mighty horses under the long hood protruding in front of him.

to us that in 1948 MG had been experimenting with an Omni-Directional Tire System, which was in fact fitted as a dealer option to the Shiftright Special. This information immediately enlightened us as to the Special's rather unique handling characteristics in the slalom (see photo) and the four different brands of lire on the car (see specifications). In theory, during a hard turn, any one of the four tires can become "Alpha Male," at which point the other three tires will acquiesce to the line selected by the Alpha. At no time is the lead tire predetermined which allows the Special to constantly calibrate



the best possible a p e x at a n y g i v e n moment during t h e maneuver.

For the a c t u a l slalom, acceleration and

pat to his well earned kill badges as he strapped himself into the cockpit, always scanning the sky above, ever watchful for the crafty and skillful enemy. His performance during testing seemed unearthly somehow, as if viewed through a lens blurred by time and a thick film of oil spray. Man and car seemed able to jump in and out of reality. One minute the car was here with us, being tested and measured; and the next, we were in a fantasy world of bright colors and very large noses and words frozen in balloons over our heads.

After testing, we gathered at Nigel's favorite local pub, the Ring and Pinion, to assess our results and make our conclusions. Comparing notes, we all came to see one thing with equal clarity—that the glory days of the Shiftright Special was the Age of the Iron Men. Men like Nigel Shiftright, who, in their graceful British machines, fought against a technically superior enemy and when not prevailing outright, at the very least fought the good fight to the end. As Winston Churchill might have put it before the speechwriters got to h "Never have so few done so much with little weather protection."

Nigel assured us that the Moss gearbox presents no problem whatsoever to the novice driver "unless the engine is running." We confirmed this by noting that whenever we shut the car off and started working the gearshift back and forth, making our own "vroom-vroom" noises, gear selection was indeed much smoother than when the car was actually moving.

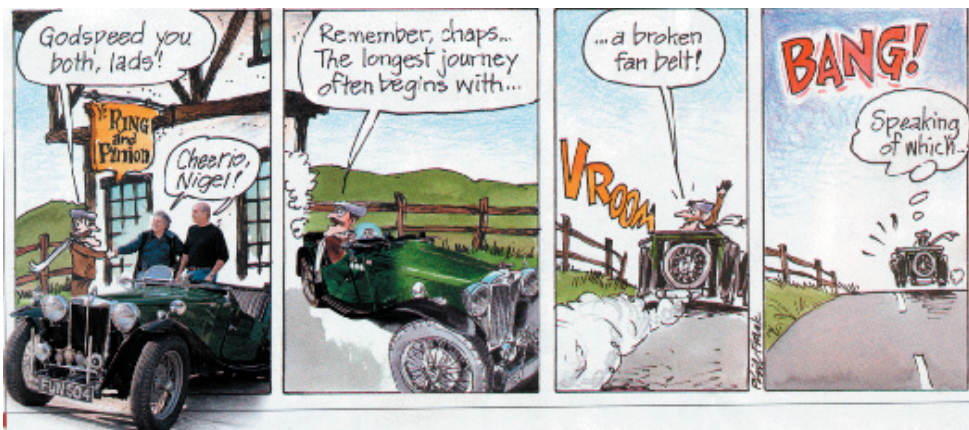
skidpad testing, Nigel himself took over the driving, directing the car with a grace and aplomb that we could ourselves not have hoped to emulate. Just watching him put the car through its paces gave us, the reverent observers, a quick glimpse of what the car must have been like in its glory days—Nigel's confident stride onto the field of battle, scarf flapping in the breeze, his right hand giving a friendly

We watched quietly as this 21st Century anachronism drove off, followed by swirl of blue mist and a whiff of Castro 1. It was difficult to turn our eyes away, Had we only dreamed this wonderful day? But surely we hadn't imagined the last I words Nigel spoke to us.

ROAD & TRACK

Lurching forward to the encouragement of a brisk "Off you go!" from Nigel, we became instantly aware that the Shiftright Special has sacrificed certain amenities on the altar of pure performance, such as suspension, brakes, seat padding and soundproofing. But in return, one gets the sensation of driving on rails—at least until one attempts to steer the car, at which point the sensation of being derailed takes over.

After a quick burst through our first practice run of the slalom, Nigel pitted us for a tech session. He explained





MG TC

Shiftright Special

The Carriage House, Burlwood, Plapping Bonnet Lane

www.roadandtrack.com

SPECIFICATIONS													
PRICE	Current price \$2235 As tested incl std equip (incl extras, four wheels, bush, seat, Fuel Weather Pig (front), motor weather covers, floor mats \$25, Day/Week locking anchor (\$40), Lucas Roadside Emergency Kit (RAC, 5-day ration, kerfing, matches, flare gun, avalanche, candle, signaling kit, new, daytime rear light) \$35, mobile dipper (\$20), Over-Celestion, Tire System (\$200), Wheel Sp. Christopher mobile (\$150), RAC badge (\$40), BMW will badge (\$50), lighted and painted aluminum spokes for brackets over vty wheel (\$10.00 per set of 20), Rainy-Roller 10 day club (\$20 per day), combination heater core and booster (\$45).												
GENERAL DATA	<table border="1"> <tr><td>Cur. weight</td><td>1735 lb. 1665 lb with curbs</td></tr> <tr><td>Seat weight</td><td>190 lb</td></tr> <tr><td>Weight dist.</td><td>430 lb</td></tr> <tr><td>(with rider) 10-16</td><td>555 lb</td></tr> <tr><td>45</td><td>55</td></tr> <tr><td>400 lb</td><td>525 lb</td></tr> </table> <p>Wheelbase 94.0 in. Track 46 Seat height 34.5 in. Length 144.5 in. Width 56.0 in. Height 52.2 in. Ground clearance 5.9 in. Track space 4.5 in. *Measured on Clark Road Test, 9/27, 04, 1070; on Clark test, eqpts. checked.</p>	Cur. weight	1735 lb. 1665 lb with curbs	Seat weight	190 lb	Weight dist.	430 lb	(with rider) 10-16	555 lb	45	55	400 lb	525 lb
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ACCOMMODATIONS	<table border="1"> <tr><td>Seating capacity</td><td>2 (plus, rear seat)</td></tr> <tr><td>Head room</td><td>infinite</td></tr> <tr><td>Seat width</td><td>42.0 in. hip to hip</td></tr> <tr><td>Lip over</td><td>42.0 in.</td></tr> <tr><td>Seatback adjustment</td><td>10 deg.</td></tr> <tr><td>Seat travel</td><td>correct information correct information correct information</td></tr> </table>	Seating capacity	2 (plus, rear seat)	Head room	infinite	Seat width	42.0 in. hip to hip	Lip over	42.0 in.	Seatback adjustment	10 deg.	Seat travel	correct information correct information correct information
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Lip over	42.0 in.												
Seatback adjustment	10 deg.												
Seat travel	correct information correct information correct information												
INSTRUMENTATION	100-mph speedometer, 6500-rpm rev counter, Lucas lap timing light (daytime use only), green tach warning light (green)												
SAFETY	no												
WARRANTY	Back warranty: Her Majesty's word												

ENGINE	
Type/Cycle	499cc, jig iron block 6 head
Valves	valve (single overhead cam), very variable timing
Displacement	763 cc @ 1050 cc
Bore x stroke	2.62 x 2.54 in./66.5 x 64.0 mm
Compression ratio	7.25:1
Max power (SAE)	34 hp @ 5200 rpm
Max torque	41.2
Valves	64-in. 2700 rpm
Valves/rev	550 rpm
Valves/rev	five opened up with vty wheel
Recommended fuel	whatever

ACCELERATION	
Time to distance	seconds
0-100 ft	3.5*
0-500 ft	11.0*
0-1000 ft	17.5*
0-1500 ft (1/4 mi)	21.8 g @ 100 mph*

PERFORMANCE	
0-60 mph	21.2 sec*
0-40 mph	21.8 sec*
Top speed	78.9 mph*
Skidpad	skidded VERY well
Slalom	no**

BRAKING	
Maximum stopping distance	From 60 mph 100 ft, no wait, that's yards not feet, strip not long enough
From 50 mph	maybe better than tomorrow
Overall braking rating	semi-dry to full dry garage, 25, 102, 44, 110, 170 sec.
Swag test	car 178 sec.*
*Car weight unknown.	

HANDLING	
Skidpad rating	no skidpad very well
Balance	50% unbalanced, 50% better
Slalom speed	no, velocity impedes slalom
Lateral seat support	with average, very good on right side.

FUEL ECONOMY	
City driving	22.0 mpg*
EM City/Highway	18.0 mpg
Distance over	334 miles
Fuel capacity	16.2 gal.
*Theater before Clark Road Test, 9/27, 04, 1070.	

ELECTRICAL SYSTEM	
Max. system 50 mph	101 dB
Max. system 100 mph	101 dB
Max. system 150 mph	101 dB
Max. system 200 mph	101 dB

TEST NOTES	
ACCELERATION	Launching at 2500 rpm helped us to define and better MG TC than other 1/4 mile.
BRAKING	The brakes show little fade because they have very little to do.
HANDLING	Dim. Directional Tire System allows driver to achieve understeer, not clear and neutral steering simultaneously. Slalom speed was impeded by dragging pylons.

8

TECH TALK

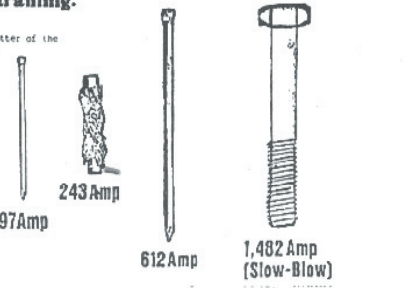
(The following was shamelessly ripped off from the Rocky Mountain Triumph Club, who shamelessly ripped it off from someone else.)

HOW TO REPAIR ELECTRONIC INSTRUMENTS

- Step 1) Approach the ailing instrument in a confident manner.** This will give the instrument the mistaken idea that you know something. It will also impress anyone who happens to be looking, and if the instrument should suddenly start working, you will be credited with its repair. If this step fails to work, proceed to step 2.
- Step 2) Wave the service manual at the instrument.** This will make it assume that you are at least familiar with the source of knowledge. Should this fail to work, proceed to step 3.
- Step 3) In a forcible manner, recite Ohm's law to the instrument (caution: before taking this step, refer to some reliable handbook to be sure of your knowledge of Ohm's law).** This will prove to the instrument, beyond a shadow of a doubt, that you know something. This is a drastic step and should be attempted only if the first 2 fail. If this step fails to work, proceed to step 4.
- Step 4) Jar the instrument slightly.** This may require anything from a three to a six foot drop, preferably onto a concrete floor. However, you must be careful with this step because, while jarring is an approved method of repair, you must not mar the floor. Again, this is a very drastic step. If it fails, proceed to step 5.
- Step 5) Brandish a large screwdriver in a menacing manner.** This will frighten the instrument and demonstrate your knowledge of the deadly "short circuit" technique. Proceed to step 6.
- Step 6) Add a tube...even if the instrument is solid state.** This will prove that you are familiar with the instrument's design. This will confuse the instrument and thereby increase your advantage. If this doesn't work, proceed to the most drastic and dangerous step. It is seldom needed and is a final resort if all else fails.
- Step 7) Think, and get training.**

Reprinted from the *Viceland Rover*, newsletter of the Rover Association of Queensland, Australia.

Guide to Fuse Replacement



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Advanced Search

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Listed in category: Clothing, Shoes & Accessories > Women's Clothing > Intimates > Shapers > Other Shapers

TR 6 silicone breastforms 38C Pink Nipple Breast Forms

Item number: 14000646659

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Current bid: **US \$15.51** [Place Bid >](#)

End time: **Jul-20-06 06:43:02 PDT (1 day 10 hours)**

Shipping costs: **US \$15.00**
US Postal Service Priority Mail® (more services)

Ships to: **Worldwide**

Item location: **East Coast - West Coast, United States**

History: [8 bids](#)

High bidder: **User ID kept private**

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Special Brik Snark thanks to Doug "Wires" Larson for the graphics above. Isn't the information super highway great?




Above:- ISOA Chile Party Goers prepare a vat of "Guzzler Caliente."



Above:- Michellotti Workers take break from assembly line to harvest 2006 bumper spaghetti crop




Above: - Only known photograph of now defunct Triumph Factory Sky Diving Team before its one and only appearance. Similar to the legendary Spinal Tappets, the team's debut performance was also its farewell show.



TACO BELL BUYS THE LIBERTY BELL.

IN AN EFFORT TO HELP THE NATIONAL DEBT, TACO BELL IS PLEASED TO ANNOUNCE THAT WE HAVE AGREED TO PURCHASE THE LIBERTY BELL, ONE OF OUR COUNTRY'S MOST HISTORIC TREASURES. IT WILL NOW BE CALLED THE "TACO LIBERTY BELL" AND WILL STILL BE ACCESSIBLE TO THE AMERICAN PUBLIC FOR VIEWING.

WHILE SOME MAY FIND THIS CONTROVERSIAL, WE HOPE OUR MOVE WILL PROMPT OTHER CORPORATIONS TO TAKE SIMILAR ACTION TO DO THEIR PART TO REDUCE THE COUNTRY'S DEBT.



Above:- Fast food giant Taco Bell announces new acquisition. Takeover expected in time for VTR convention in Valley Forge.



Above:- Bric Snark clerical staff transmitting monthly newsletter PDF

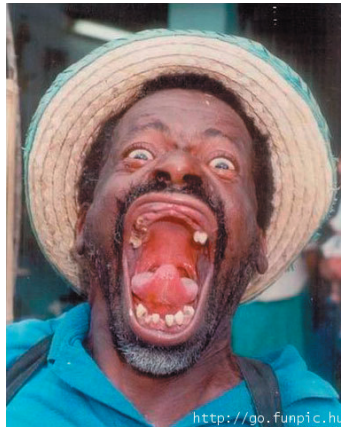


Graphics courtesy of the famous "Spuds" Archives





Editor's motto: A picture is worth a thousand words



*Brick Snark is published monthly by:
BHOPAL BRANCH OF GET HER DONE PUBLISHING*



Named in honor of Charles Darwin, the father of evolution, the Darwin Awards commemorate those who improve our gene pool by removing themselves from it.

•March 2006, Belize) Benjamin Franklin reputedly flew his kite in a lightning storm, going on to discover that lightning equals electricity. However, certain precautions must be taken to avoid sudden electrocution. Kennon, 26, replicated the conditions of Ben Franklin's experiment, but without Ben's sensible safety precautions. Dennon was flying a kite with a short string that he had extended with a length of thin copper wire. The copper made contact with a high-tension line, sending a bolt of electrical lightning towards the man. Just bad luck? Kennon's father told listeners his son was an electrician, and "should have known better." Kennon is survived by his parents, six sisters, and five brothers.

•August 2006, Libreville, Gabon) In August, a congregation's 35-year old pastor insisted one could literally walk on water, if one only had enough faith. Big and bold was his speech. He extolled the heavenly power possessed by a faithful man with such force that he may well have convinced himself. Whether or not he believed in his heart, his sermons left room for only shame should he leave his own faith untested. Thus, the pastor set out to walk across a major estuary, the path of a 20-minute ferry ride. But the man could not swim.

Lacking the miraculous powers of David Copperfield, let alone holy Jesus Christ, this ill-fated cleric found only a Darwin Award at the end of his final path.

•September 2006, Florida) A fearsome mythical giant was felled by a humble slingshot. But a modern speargun vs. an underwater leviathan is another tale alto-

gether, as a Florida man discovered.

Outlawed in 1990, hunting Goliath-sized groupers remains surprisingly popular. These fish can weigh hundreds of pounds, yet there are underwater hunters who choose to tether themselves to such muscular sea creatures. However unlikely a pursuit, the poaching of groupers by divers and snorkelers continues, in defiance of both the law and common sense.

Of this elite group, our Darwin Award winner distinguished himself yet further by disregarding one essential spearfishing precaution. By embarking on this hunt without a knife to cut himself loose, the "fit and experienced snorkeler" was guaranteeing that his next attack on a giant grouper would be his last.

Why anyone thinks it's a good idea to tether yourself to a fish twice your size, I don't know. Some time later, the body of the spearfisher was found pinned to the coral, 17 feet underwater. Three coils of line were wrapped around his wrist, and one very dead grouper was impaled at the other end of the line.

In those final hours, the tables were turned, and the fish was given an opportunity to reflect on the experience of "catching a person

(New York) "My father works as an investigator for an insurance company, a job he frequently reminds me of how much he hates. One of his major clients is a train station. On a day not unlike any other, a man awoke on a train to find that he had missed his stop. Instead of looking out the window, or asking another passenger where the train was, he ripped open the doors of the train and threw himself through them, much to the astonishment of onlooking passengers.

"Had the ill-fated passenger taken the time to look out the window before leaping off the train, he would have noticed that it was moving in excess of 50 MPH, and it was also moving over a bridge. "Look before you leap." He died at the scene in the Hudson River.

"My father investigated this case for the insurance company. The family

of the deceased was suing because 'you should not be able to open doors on a moving train.' My dad's defense was, 'you should not open doors on a moving train.' I imagine the case was either dropped or settled."

•August 2006, Brazil) August brings us a winner from Brazil, who tried to disassemble a Rocket Propelled Grenade (RPG) by driving back and forth over it with a car. This technique was ineffective, so he escalated to pounding the RPG with a sledgehammer. The second try worked--in a sense. The explosion proved fatal to one man, six cars, and the repair shop wherein the efforts took place. 14 more RPG grenades were found in a car parked nearby. Police believe the ammunition was being scavenged to sell as scrap metal. If it wasn't scrap then, it certainly is now!

(2006, Vietnam) In a similar event, a Rolling Stone isn't all that gathers no moss. Three men scavenging for scrap metal found an unexploded 500-pound bomb perched on a hill, and decided to retrieve it with help from Sir Isaac Newton. As they rolled the bomb down the hillside according to the laws of gravity, the bomb detonated, leaving a four-meter crater and sending the three entrepreneurs to a face-to-face meeting with their Maker

•3 June 2006, Florida) Two more candidates have thrown themselves into the running for a Darwin Award. The feet of Jason and Sara, both 21, were found protruding from a deflated, huge helium advertising balloon. Jason was a college student, and Sara attended community college, but apparently their education had glossed over the importance of oxygen. When one breathes helium, the lack of oxygen in the bloodstream causes a rapid loss of consciousness. Some euthanasia experts advocate the use of helium to painlessly end one's life.

The pair pulled down the 8' balloon, and climbed inside. Their last words consisted of high-pitched, incoher-

ent giggling as they slowly passed out and passed into the hereafter.

Sheriff's deputies said the two were not victims of foul play. No drugs or alcohol were found. The medical examiner reported that helium inhalation was a significant factor in their deaths. A family member said "Sara was mischievous, to be honest. She liked fun and it cost her."

•17 April 2006, England) There's always someone who thinks good advice doesn't apply to him. For example, if a doctor advises that the one thing you must not do is go near a flame, as you are going

to be covered with a flammable material, most people would take this advice onboard, and not strike a match until the flammable material has been removed.

However, Phillip, 60, knew better than his doctor. Philip was in the hospital to treat a skin disease, said treatment consisting of being smeared in paraffin-based cream. Philip was warned that the cream would ignite, so he definitely should NOT smoke. But he just couldn't live without that cigarette."

Smoking was not permitted anywhere on the ward, but Phillip took this setback in stride, and sneaked out onto a fire escape. Once he was hidden, he lit

up... inhaled... and peace descended as he got his nicotine fix. Things went downhill only after he finished his cigarette, at the moment he ground out the butt with his heel.

The paraffin cream had been absorbed by his clothing. As his heel touched the butt, fumes from his pyjamas ignited. The resulting inferno "cremated" his skin condition, and left first-degree burns on much of his body. Despite excellent treatment, he died in intensive care

ILLEGAL CHIA PET DUMP FOUND IN NEW MEXICO!



Most people give little thought to what becomes of their Chia pets after the holiday season has become history. It's very sad that few Chia owners realize that the proper disposal of their Chia Pet is crucial

in averting potential environmental disasters. The photos to the left depict just two localized outbreaks of what has now been dubbed "Wild Chia", which presently is spreading wildly along the I-40 corridor in New Mexico. The actual Chia plant is not native on our globe, but was created artificially under laboratory conditions in an effort to promote the sale of clay pottery and sound activated electrical switches.

What happens when the Chia Pet plants are allowed to propagate in the wild is currently New Mexico's worst ecological nightmare this century. According to a report recently published in the ECOLOGICAL TIMES by renowned botanist Alex Mendelsohn of the Maine Institute, the problem is immense. "Unless something is done immediately, nearly all the red-rock

formations in New Mexico will be covered with Chia Pet plants in five years" warns Mendelsohn. "The natural landscape of New Mexico is ideal habitat for Chia Pet plants and closely resembles the clay pottery they were designed to thrive on" he adds. Chia Pet plants have few known natural enemies, most of which are too busy fishing to assist in the New Mexico disaster. Without anything to check the spread of these plants, they will cover the state in a short time and ultimately destroy all life on earth.

PROPER CHIA PET DISPOSAL

To properly dispose of your Chia Pet, you should contact the Chia Disposal Hotline at 1-800-555-3344. You should NEVER discard Chia Pet plants in the trash, flush down the toilet or incinerate them yourself.



UNCLE SUDSEY'S
NEW BREW REVIEW
INDIA PALE ALE
BY SUGDESH PATEL

Ed Note: old editor say I should write review of different beers for newsletter, but I do not drink

beer so I ask my Uncle Sudgesh, who was orderly to British officers when India was British colony and served them lots of beer, to write about beer but he doesn't know English so good as me. This is what he had to say about India Pale Ale in his own words.

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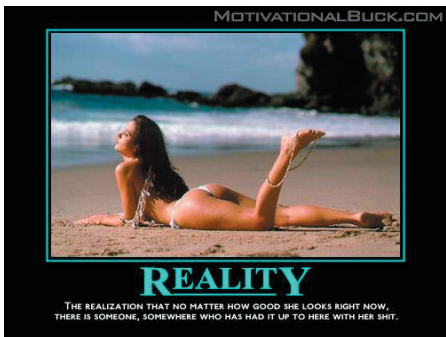
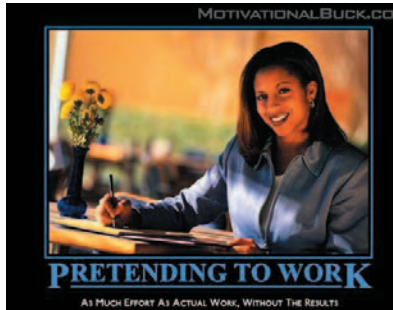
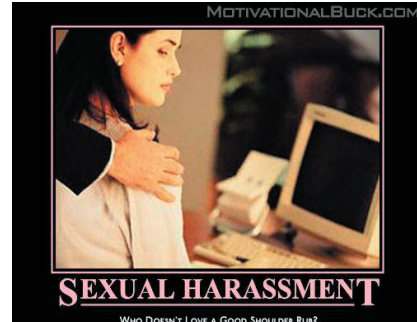
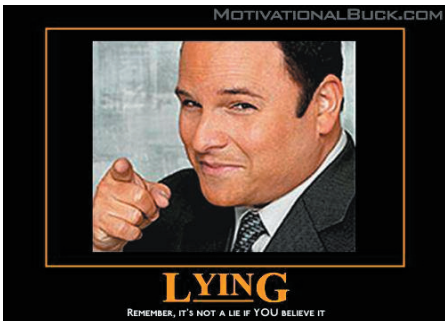
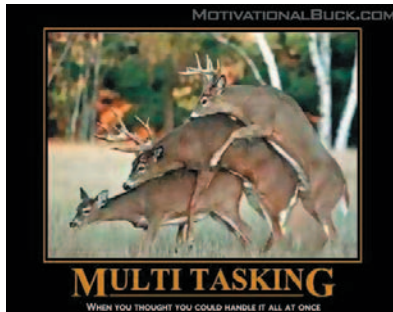
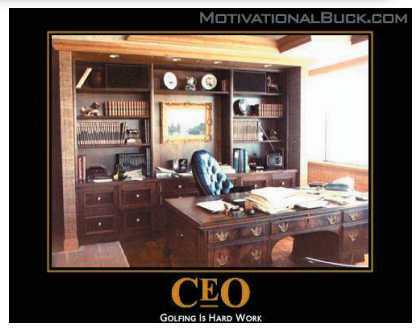
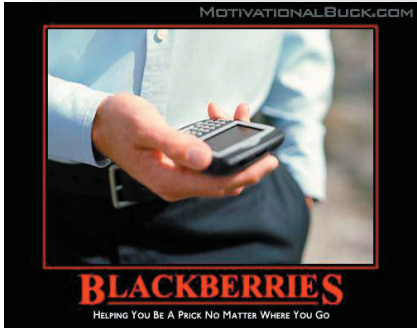


Pictures at right show Uncle Sudsey and some British soldiers "relaxing" after tipping a few. Now you know the secret of how we got the British out of India.



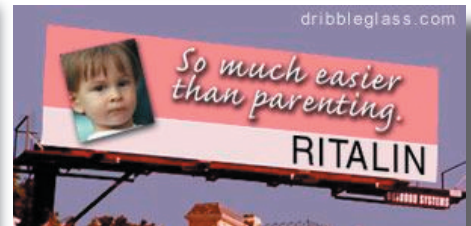
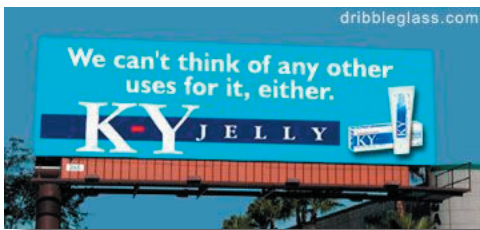
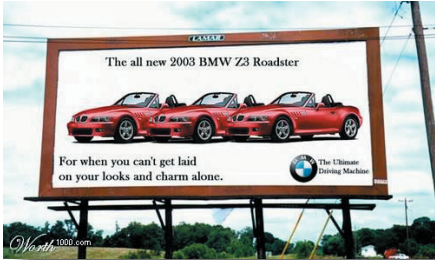


THANKS TO RECENTLY EMPLOYED MIKE "TOOFUS" MUELLER FOR THESE WORDS OF WISDOM HE CLAIMS ARE SO VERY APPROPRIATE FOR THE MODERN WORKPLACE.





HERE ARE A FEW NEW BILLBOARDS SCHEDULED FOR ERECTION THIS DRIVING SEASON





Redneck Coffee Table

Above: a few graphics from editor's recent trip to Kayson's restoration shop in Missouri



What sort of man reads SNICC BRAAAPP?

A young man in touch with himself and his own imagination. Self-reliant, and with an appreciation for his personal privacy, he keeps his hand close to his chest and an eye out for unexpected interruptions of his daily routines. With confidence in his ability to handle himself in tense situations, the SNICC BRAAAPP reader wrings every last drop of satisfaction from his private pursuits. Helping him stand up to that challenge is his favorite magazine. Facts BRAAAPP is read by nearly half of all young men who eventually excel at tennis, handball, or arm wrestling, and spent at least \$12 on fine sporting goods last year alone. To reach that young man, put yourself IN SNICC BRAAAPP He does. (Source: 1973 TGIF.)

New York • Chicago • Detroit • Los Angeles • San Francisco • Midville • Atlanta • London • Tokyo



If Ted Kennedy drove a Volkswagen, he'd be President today.

It floods. The way our body is built, we'd be surprised if it didn't. The sheet of flat steel that goes underneath every Volkswagen keeps out water, as well as dirt and salt and other nasty things that can eat away at the underside of a car. So it's watertight at the bottom.

And everybody knows it's easier to shut the door on a Volkswagen after you've rolled down the window a little. That proves it's practically airtight on top. If it was a boat, we could call it the Water Bug. But it's not a boat, it's a car. And, like Mary Jo Kopechne, it's only

99 and 44/100 percent pure. So it won't stay afloat forever. Just long enough. Forr Teddy. If he'd been smart enough to buy a Volkswagen, he never would have gotten into hot water.





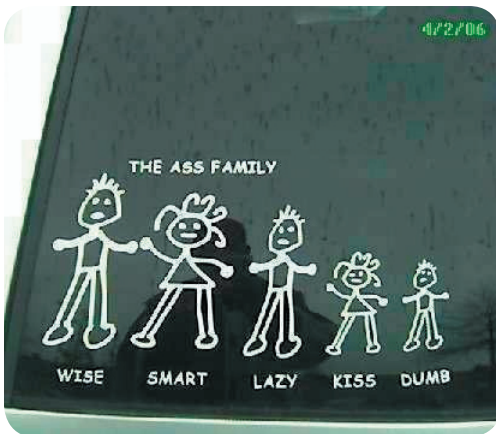
This was actually on TV...The commentators paused, and didn't say a word...



How's that cereal??



Arkansas Razorback players Clarke Moore, Brett Goode and Casey Dick need to stop hanging out on the sidelines



The Ass Family



Tattoo of the year



Boy genius?



How to handle a problem neighbor

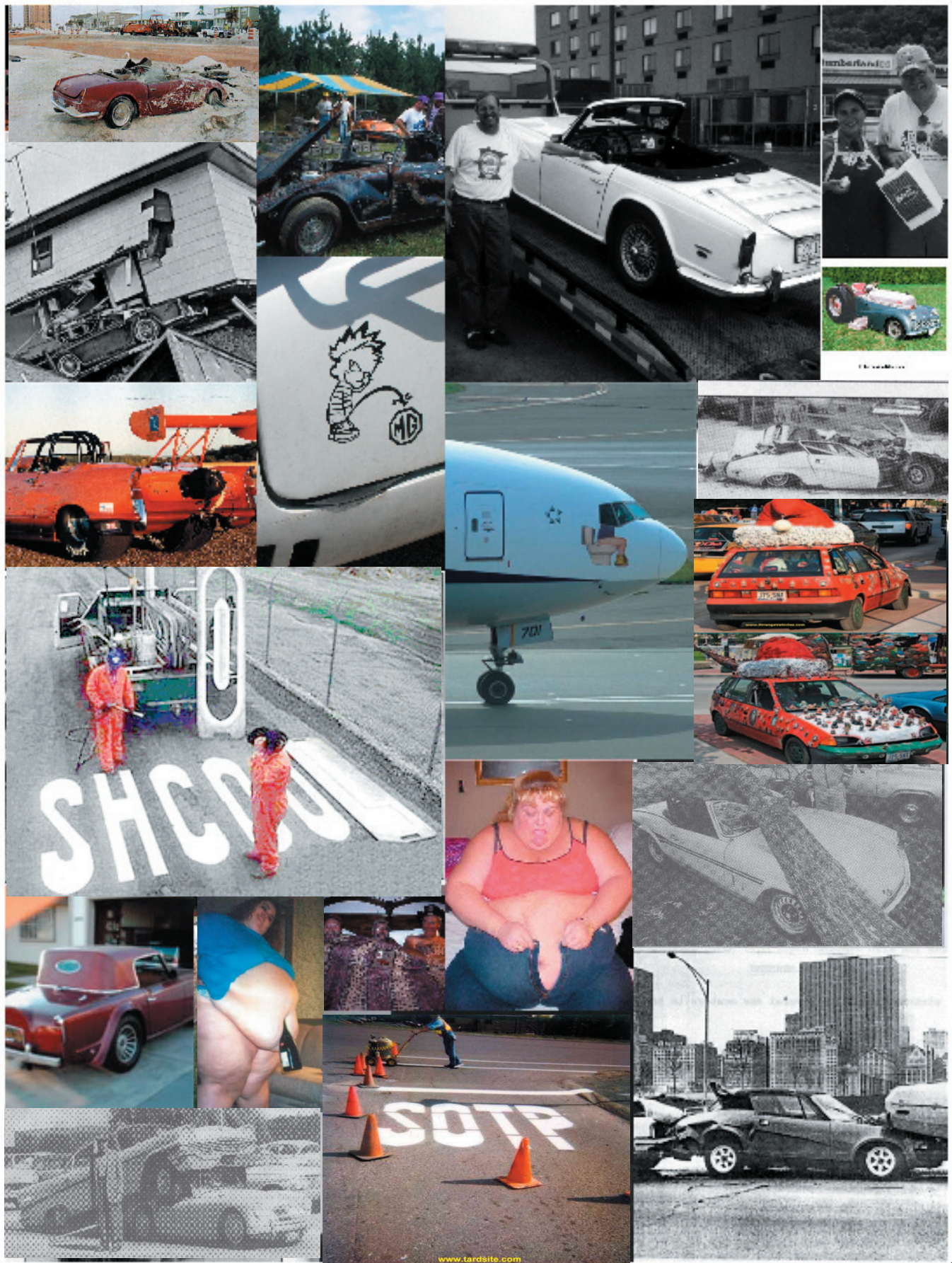


One more good reason to wear pajamas



"Must Have" grille accessories







APRIL 2007



THE REAR VIEW MIRROR - BHUGDESH SINGH'S TR6 TAKEN BY OWNER AT 2005 BHOPAL VTR





SNIC BRAAAPP

April 2007

VOL. IV ISSUE No. 416, \$5.95 NEWSTAND PRICE

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

NEWSLETTER OF THE ILLINOIS SPORTS OWNER'S ASSOCIATION

DEDICATED TO THE ENJOYMENT AND PRESERVATION

OF TRIUMPH SPORTSCARS

CHICAGOLAND'S OLDEST AND MOST ACTIVE TRIUMPH

ENTHUSIASTS CLUB -

NOW IN OUR FORTY SECOND YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

A LITTLE BS FROM BS



NEWS & VIEWS FROM THE
BUSTED KNUCKLE GARAGE



Regular readers of this fishwrap were probably not the least bit taken aback that the first few pages of the April edition of this newsletter were a parody. Over the years, Snic Braaapp editors have used

the fourth month of the year as their annual opportunity to be even more impertinent than usual, if such a thing is possible. This year we decided to poke a little fun at the increasing frequency with which traditional Chicagoland icons have been replaced with new, but not necessarily improved substitutes. In the not too distant past, we have witnessed the decline and fall of many local institutions with results that are less than stellar, at least in the minds of many, your humble and obedient scribe included, in the name of progress.

The intrusion of such "improvements" into our everyday lives make some of us long for "the good old days" [which in many ways were pretty damned awful – e.g. think outdoor plumbing and bubonic plague], when

you could actually pick up a phone and dial a human being who might even speak English. Such is now the exception rather than the rule in terms of most things technical [except for ViData Print- your home for modern printing where the reps all speak fluent North American vernacular and upon whom your humble and obedient scribe frequently must call for tech support].

One constant has been our attachment to our beloved little British cars and the people who drive and maintain them who belong to our little fraternity known and loved as ISOA. For four decades our club has existed as a driving enthusiast's society with such an active social and technical agenda that we are certainly the envy of Triumphdom worldwide. Along with that, we have this modest little blurb that comes out each month, for better or worse, and at least for the immediate time being, rest assured, will continue to appear on paper in print and delivered by the good people of the United States Post Office. Electronic ignitions may have a place on some Triumphs, but electronic newsletters have not yet infiltrated ISOA, and as long as Snic Braaapp Towers operates out of Bartlett, such will continue to be the case.

Suds

INSIDE APRIL SNIC BRAAAPP

Chili Party

Gone, But Not Forgotten II

DuPage Swap Meet

Text & Graphics of Marginal Value

Classifieds & *Lots of Other Stuff*

**ISOA UPCOMING EVENTS**

Month	Date	Day	Time	Event
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
	25-7			Champaign British Car Show - Dick Brown (309) 662-3020
Jun.	2nd	Sat.	8:00 AM	Annual Chi-Town Sta-Bil Kruze - http://www.chitownkruze.com
		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 - Randy Glanders (574) 294-8950
	13th	Wed.		Mundelein Cruise Night - Dave Shedor (847) 566-0478
	15-6	Fri./Sat.		Illinois St Andrew Society British Car Show, Oak Brook
	16-7	Sat./Sun.		ISOA Spring Campout, Black Hawk Farms Raceway
	17th	Sun.		Wisconsin British Car Field Day - John Stockinger (262) 521-1072
	12-17			TRA National Meet, Finger Lakes, NY. - Doug Jack (585) 248-3872
23rd	Sat.	AM	TR Fore - ISOA Black Sheep Open Golf Outing - Bruce Barnett (847) 301-8276	
July	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	8th	Sun.		Mad Dogs & Englishmen Car Show, Gilmore Car Museum, Kalamazoo, MI
	15th	Sun.		9th Annual British Boots & Bonnets Car Show, Poplar Grove
	7-21			VTR National Convention, Valley Forge, PA
	TBA	Fri.		ISOA Drive-In Movie Night, Cascade Drive In, West Chicago
Aug	6th	Sun.	7:00 PM	Vintage Transportation Extravaganza, Illinois Railway Museum - Union, IL
				ISOA General Membership Meeting [Board 4:30]
	12th	Sun.		Heartland British Car Show, East Davenport, IA
	19th	Sun.		Orphan Car Show, North Aurora, IL - (815) 469-2936
	26th	Sun.		Classic Car Show, Milk Pail Restaurant, East Dundee, IL -(847) 428-4693
TBA	Fri.		White Trash Nite, Sycamore Speedway	
Sept	1st	Sat.		ISOA Turnabout Picnic II - [In lieu of Sept. meeting] Burlington Municipal Park
	9th	Sun.		British Car Union Car Show, Moraine Valley Community College
	20-3			Six Pack TRials, Hershey, PA
	21-3			Indianapolis British Motor Days
	23rd	Sun.	9:00AM	Cantigny Car Show - Winfield, IL
29-30			Lake Geneva Rally & Poker Run	
Oct.	6-7			America's British Reliabilty Run, Janesville, WI - bdischer@blakedischer.com
	7th		7:00 PM	ISOA General Membership Meeting [Board 4:30]

For a comprehensive list of Chicagoland Cruise Nights, visit <http://www.rallycruises.com/carshows.htm>. 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/>

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



MOORE ON THE MARQUE
BY MARK "GUZZLER" MOORE



Checking the calendar, one can see it is finally, irrevocably, and officially spring. [Checking the climatic conditions is not always as accurate, since to the untrained eye, it still looks like winter at this writing.] Nevertheless, we have had just enough nice weather to tease us as to what lies ahead. As always at this time of year, a gentleman's fancy turns toward one thing. His motorcar.

Ok, most of us will never be accused of being gentlemen and we

think about our cars all year long, but now it's time to do something with our special interest vehicles, especially if they have been hibernating all winter. A quick glance at the club events calendar will indicate that there are a multitude of events this summer and, while it's not mandatory to have your car running to participate, it sure as hell a lot more fun!

Looking at the events calendar more closely, you will also find numerous clinics coming up to help you improve the way your car runs. If you have never been to a club clinic and need a little help with something, make plans to attend. If you are not in need of any help with your car, come anyway. [Ed note: you will be.] You may be able to help others. If nothing else, it is always a great social event. We have a good lunch and every once in awhile, there is beer involved. Like many of you, I have more than one Triumph [I have a '74 TR6 and a '67 TR4A], so I have to prioritize which one gets my attention. For the past six years

I've been fortunate enough to have both running well enough to take long trips in each. This year I will be down to just my 4A as the TR6 is undergoing a major restoration. This means the 4A will need some early attention and the 6 will need a lot of attention all summer long. I'll have more to share with you on this as progress unfolds.

The driving season has already started for some of you – in fact, for a few, it never ends. For the rest of us, it is just around the corner. So, let's get those old rides out of the garage and on the road where they belong. I look forward to seeing everyone at the various shows, rallies, drives, runs, tours, picnics, parties, and meets that '07 has in store for us.

Well, I think the battery should be charged by now so I am going out to fire up the TR4A so, wish me luck.

Till next time

Guzzler

SCHMOOTZ STRIKES AGAIN!

MIKE 'HANDS' BLONDER



Some of you may remember the account of my engine-ectomy at Steve Yott's last summer. The engine and engine bay of DRIVEN 62 were so full of greasy dirt (schmootz in Yiddish), that an entirely new spelling of the word had to be created to fully express the sheer volume of the nasty stuff.

Fast forward to the yearly trans clinic held at the Pyle Garage in Itasca

on Jan. 27, 2007. My trans and overdrive arrived at the clinic schmootz-free and bead blasted thanks to Steve and his handy-dandy blast cabinet. (Can you say: "Looking like brand new?") The trans was rebuilt rather smoothly (okay, we had to do it twice because I put in one of the gears backwards – who ever said I was perfect anyway?), but we could not get the OD to build up any pressure, much less the four hundred pounds needed to operate the overdrive. Even stripping it down and reassembling it went for naught. Steve ended up taking it back home to Silver Lake, WI.

The next day, after Steve's stripping the unit yet another time and soaking it in solvent for another four hours,

surprisingly varnish-like colors began oozing from the various fluid passages. Evidently, this unit had been sitting for much longer than anyone thought. The de-schmootzed passageways were blown out with compressed air, the OD was re-attached to the tranny, and lo and behold - four hundred-fifty pounds of pressure! How sweet it is!!!

So a lesson can be taken from this sad tale with a happy ending: Whether it's a dirty ground connection or varnish in the drillings, beware of that bugger Mr. Schmootz, as he can really make for a long and frustrating day!

Hands

ISOA MEMBERSHIP: Being a member of ISOA is easy! Owning a Triumph is optional, you can drive whatever you want. All you need to do is pay your annual dues of \$25.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

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



In our March newsletter, we invited ISOA members to submit a graphic along with a few paragraphs of a "Gone, But Not Forgotten" car from their youth. Our first respondent was Dave "Rumpus" Kanzler who sent in the story and photo below. Keep 'em coming



HIGH-STRUNG GIRL
BY DAVE KANZLER

song "Glory Days.") I had a chance to buy a Porsche 914 from an Air Force buddy of my dad. The 914, as the educated reader knows, was just a glorified Volkswagen Super Beetle with a Porsche nameplate. My parents wouldn't let me buy a Porsche, but they said I could buy a Datsun. It didn't matter that the 240Z was 10 times the car in terms of performance than the 914, one was "Datsun" and the other was a "Porsche," so the die was cast.

Like Nancy, the Z was beautiful, but also like Nancy, almost impossibly high strung. Her aluminum block engine made her extremely hard to start in the winter. It had a headbolt heater, and when I couldn't plug in, I sometimes had to resort to ether (with Nancy it was Boon's Farm Tickle Pink wine). Speaking of wine, the 240Z had a "secret" compartment in the back underneath the carpet that could just fit a couple of bottles of wine, or a six pack of beer - saved me a couple of times as teenagers in 240Z's were a favorite target

of the local men in blue (for the record, I never drove under the influence, my dad, the Colonel, would have strung me up).

Nancy went to the public high school while I went to a Catholic school. The best part of my day was to stop by her school for lunch (I had early dismissal) before I went to work (I had to pay for the car, insurance, etc.). I'd park in the visitor's lot, which happened to be where the "hoods" hung out smoking. I'd always get a nod and the recognition from the "hoods" made me feel cooler than I actually was.

Right after college I moved to California and drove her across the country. Aside from the battery quite literally blowing up just outside Flagstaff, AZ (faulty voltage regulator), she made it just fine. She was a great car for Southern California, but I just couldn't keep up with the rust that had taken hold. I replaced the quarter panels, floor pans, and even had the frame strengthened, but to no avail - the 240Z was just made to rust. I sold her when I moved to Chicago and that was that.

A few years ago Nissan was selling "factory restored 240Z's and had I had the money, space, and a more indulgent wife, who knows? perhaps my TR6 would have a hot little roommate with a Japanese accent.....

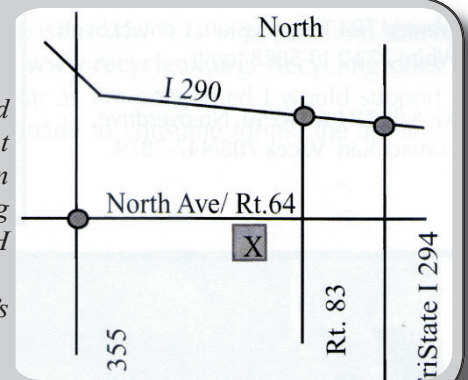
If I had won last month's huge Mega-millions lottery there is no doubt that my next "toy" (as my wife refers to them) would be a Datsun 240Z. Last year I wrote about my first car (TR6) and my first girlfriend (Nancy) and how I betrayed my TR6 for a 240Z. The attached picture shows Nancy and me on prom night 1978 in front of my "Z". (I guess I'm trying to relive my high school years like the Bruce Springsteen

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.



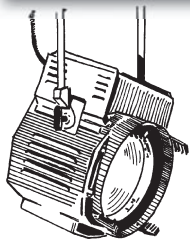


cars, unlike the As, had synchromesh transmissions in all four gears. However, with the TCF series, the displacement was increased to 2138 CC by increasing the pistons from 83 to 87 MM. Zero to 60 times were shaved from 12.6 seconds to 12.1 and top speed increased from 104 MPH to 107.

The concerns on the part of many US dealers that the envelope bodies TR4 would prove unpopular turned out to be unfounded as the new model showed itself to be significantly more civilized than its progenitor. By 1963, the Belgrove bodied "Shoebox" Triumphs were history, but not before more than 83,000 had rolled off the assembly line, the vast majority of which wound up in North America.

As TRs go, the TR3B is certainly one of the rarest, and consequently, most valuable Triumphs ever built. Even though many were plagued with "questionable" fit and finish from the factory, the availability of TR3A interchangeable body panels makes a first rate restoration relatively straightforward. One of the nicest examples of this car, as shown in the photo above, taken by Stacy McReynolds, belongs to ISOA member Jake Jacquet of Byron.

Next time - Spitfire Mk I



SPOTLIGHT ON TRIUMPH TR3B

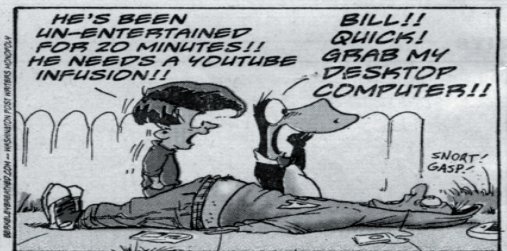
NINTH IN A SERIES BY BOB STREEPY

Virtually identical to the Triumph TR3A in appearance, [factory photos do not distinguish between the two models] the TR3B, like the 3A, did not formally exist. The designation by which we know this car was never made official by the factory and the 3331 cars built in 1962-3 were simply referred to as Triumph TR3s. The "B" was produced exclusively for the North

American market, it was said, because American dealers feared that the TR4 was "too modern" [you know, roll-up windows, rack and pinion steering and all], so the company executives at BL decided to produce a car exclusively for the Yankee market. [This also proved to be a convenient way to dispose of any extra body shells that happened to be lying around the factory.]

The bodies, which used the same tooling as the 3A, were built at the Forward Radiator Company [the 3A had been built by Mulliners]. The first 530 Bs had the same 1991 CC displacement engine as the A, and had commission numbers that began with TSF. These

OPUS



Just in time for the upcoming races at Elkhart, your intrepid Snic Braaapp staff discovered this new technology in the Transportation section of the January 28th Chicago Tribune guaranteed to make those long trips from the paddock to the stands much less wearisome.

HOT & COLD RUNNING REFRESHMENTS

BY JIM MUELLER



Cruzin' Coolers

MODEL 50-300XE

Base price: \$349
Wheelbase: 24 inches
Length: 28 inches
Width: 17 inches
Height: 19 inches
Motor: 300-watt electric
Top speed: 13 m.p.h.
Range: 15 miles
Dry weight: 64 pounds
Rider capacity: 250 pounds
Cargo capacity: 2 cases plus 8-pound bag of ice
Colors: Blue, red, white, yellow, black, pink



Cargo capacity: 2 cases plus 8-pound bag of ice
Colors: Blue, red, white, yellow, black, pink

SPECIAL TO THE TRIBUNE

Inspiration for the motorized Cruzin' Cooler hit Kevin Beal smack between the eyes during a couple's parking lot tussle at the Talladega Super Speedway.

"I understand the husband and wife were calling each other names, fighting over who'd carry a heavy cooler of beer," said Rob Lewis, "guru" of North American sales for Texas-based Cruzin' Cooler LLC, "and Kevin figured all they needed was wheels and an electric motor."

That was summer of 2005— about 13,000 Cruzin' Coolers ago.

It appears Beal was right. The 300- or 500-watt Model 50-300XE, with a top speed of 13 miles per hour and range of 15 miles, has tickled the fancy of NASCAR fans and college football tailgaters.

"The Cruzin' Cooler crosses so many markets, it's not even funny," Lewis quickly added. "RV owners snap them up.

People into motor sports buy 'em for the track. Outdoor sports equipment retailers want them. Car dealers and beer distributors give them away. They're huge in the Southeast with beach and boating people."

Company founder Beal was unavailable for comment. He is in China developing engine specs for gas-powered Cruzin' Coolers set for release this year (a 33-cc two-stroke and 43-cc four-stroke).

His background for souping up 50-quart ice chests? "Oh, Kevin's an entrepreneur," said Lewis. "He owns the Texas Bikini Team among other interests."

Cruzin' Cooler is one of those simple successes. No design-by-committee. No focus groups. No marketing campaign. Just conceive and build a product folks might really want.

Take a cooler made just for the purpose, perfect it and roll. After some early design tweaking, Cruzin' Coolers don't often break down. "We changed the angle of the front end. It wasn't enough clearance," said Lewis, "and we went with a new supplier for our electric controllers."

Linda McLean of Murrells Inlet, S.C., bought one for a friend building a new dock near Georgetown.

"The dock is about 675 feet long, and the Army Corps of Engineers won't let you go any wider than 48 inches in his area," said McLean. "That's not wide enough to safely run a golf cart on, but it's fine for the Cruzin' Cooler."

"They're so maneuverable, she added. "I can ride around the island in my kitchen, and it'll turn on a dime. And it'll move on down the road."

Anthony Fann of Sneads Ferry, N.C., is using his Cruzin' Cooler for much the same duty. "Our dock is about 200 feet long," he said. "We're on the Intercoastal Waters. My wife was outside last night using it to take stuff out to the boat. We'll pack the Cruzin' Cooler on board and take it along. A few weeks back we took it along with a flotilla to Beaufort and used it on the dock,

pulling a wagon back and forth."

Jason Boozer of Simpsonville, S.C., saw his first Cruzin' Cooler at a Jimmy Buffet show in Charlotte, N.C.

"I had to have one," he said. "Mine has the 300-watt motor, and it'll do an honest 13 m.p.h.— even faster going downhill. I take it to Clemson football games and get about eight or nine hours on a charge, running off and on."

And there's the novelty factor. "You know who loves Cruzin' Coolers? State troopers," Boozer said. "If I'm somewhere, in a parking lot or wherever, and I see a state trooper, he'll want to fool with the Cruzin' Cooler and learn all about it."

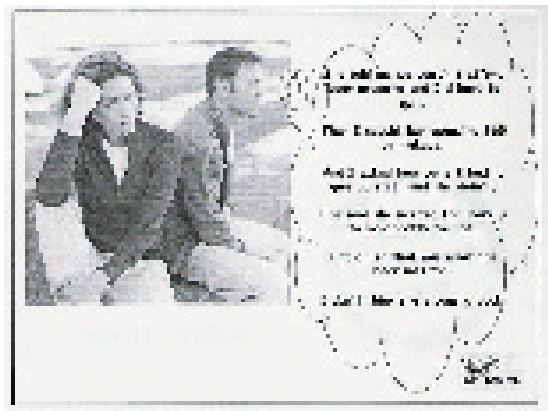
An important point about the Cruzin' Cooler: Beal designed them with the typical overweight American male in mind.

The coolers, which hold hot and cold foods and beverages, have steel reinforced sides and are weight tested to 540 pounds. A 250-pound man can indeed get 13 m.p.h. on one.

"But he'd want to order the 500-watt motor," said Lewis. "Bigger guys should have more power"

Cruzin' Coolers are available online through national distributors such as www.yachtsee.com and list for \$349 to \$499.

"Watch for 100 series," added Lewis. "We're going to go twice the size to a 100-quart carrying capacity and have four wheels instead of three and add knobby tires for the beach and off-road. And later on we have a 200-quart model planned with all-wheel-drive."





BRITISH SWAP MEET &
AUTO JUMBLE

TEXT & PHOTOS: BY JAY "CANNONBALL"
HOLEKAMP



The weather was terrible, but not as bad as forecast. The evening before the 11th Annual All British Swap Meet and Auto Jumble at the DuPage County Fairgrounds, the National Weather Service broadcast a severe winter storm warning for the night of 24-25 Feb 07, predicting high winds and as much as 15 inches of new snow. The big storm did not materialize although the Wheaton area did receive about four inches of wet sloppy snow mixed with sleet and rain. The harsh forecast and the dismal weather on Sunday, 25 Feb 07, caused attendance at the Swap Meet to be noticeably down

from prior years, for both vendors and shoppers.

About a dozen or so Illinois Sports Owners Association members braved the sloppy driving conditions and waded through the icy slush covering the parking lot into the two fair exhibit buildings to see what was for sale. ISOA had the usual table to promote the club; several new members came forth and joined, and many enthusiasts left with literature and membership applications. After a turn or two through the vendor spaces, the group congregated in the area of the club table (and the coffee / donut / hot dog seller) and socialized.



Pat "Power Bulge" Lobdell took advantage of vendor Ted Schumacher's trip to the Autojumble to save the freight cost on a big load of new suspension parts for his TR-8 project. Dave "Stumpy Joe" Kayson rented a vendor table and lightened his load of some unneeded MG parts, coincidentally acquired along with a TR purchase. He also found and bought a needed left front fender and door for his most recent TR-6 acquisition, and traded a check for a TR Gearbox / A Type Overdrive. Maybe he didn't lighten his load after all, but rearranged it with more desirable "stuff".

As usual, by noon, the shoppers were about gone and the vendors started packing their unsold goods and moving the "stuff" back to the vehicles. Even with the unpleasant weather, this winter event is always worth attending to get out of the house, see old friends, both vendors and shoppers, and think about Triumph drives to come. Furthermore, the DuPage Fairground Swap Meet is a far more reliable indicator that spring is really coming than the groundhog.

Cannonball

New Arrivals



After 7 years of ownership and many miles of smiles Debbie and I have parted with our red 1972 TR6 and are new owners of a 1973 TR6. We (read I) have been looking

for some time for a suitable "upgrade". When we traveled last fall to the 6 Pack in Ohio, there were two 6's in attendance that caught my eye. One had a supercharger installed and another was a beautifully restored 6 painted in mallard green.

Those two cars became my focus for a "new" TR6. I spoke with the gentleman from Kansas with the supercharger, I became very interested as he explained the installation procedures and the resulting performance enhancements. As we all traveled on the way back west from Ohio, he and Jeff Rust punched it as they exited a toll booth.....I was hooked.

The second car as I learned, was prepared by an employee of the Roadster Factory. Great car. I may not have the resources that he did, but I knew my next car would be mallard green and look as close to his as I could afford.

My search ended this January when I found a TR6 with this color combination out east. It has had a great deal of work done by the previous owner and I am looking forward to the next phase.....

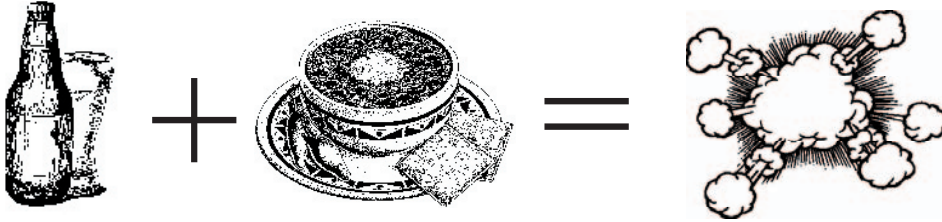
I did some research and am now in the process of installing a supercharger unit. I am too cheap to buy the Moss setup, so I ended up with the Sal Vespertino conversion kit with an Eaton M62 supercharger and a Joe Curto SU HS8 carburetor. I am documenting the changeover with photographs and have already enlisted the offering of help from Jerry Hurst this last Saturday. So far, just a few issues have developed. I'll keep you updated.

Debbie and I are looking forward to a great driving season!

Doug "Wires" Larson

MARCH [METHANE] MADNESS TEXT & GRAPHICS BY BOB STREEPY

The wind bloweth where it listeth, and thou hearest the sound thereof but canst not tell whence it cometh, and whither it goeth.
—John (Chapter III, verse 8)



CHILI PARTY



While many Chicagoland revelers sought out Irish saloons [often owned by guys named Vito] along the St. Patrick's Day parade route, ISOAers converged on the Joliet residence of Jerry and Sandy O'Hurst under abundant sunshine [albeit lower than average temperatures] to commemorate the patron saint of the auld sod. Rather than the typical bill of fare for this holiday, such as corned beef and cabbage, our party sampled several variations of that famous Irish repast – Chili – on March 17th.



A group in excess of twenty members of the world's greatest sports car club attended this year's annual Chile Fest and Jerry and Sandy provided a cornu copia of tasty supplements to the various entrees. While the many of the male guests gathered in Jerry's garage to talk cars in general, and Triumphs in particular, many of the gentler gender gathered in Sandy's kitchen to compare culinary tips. The garage was warmed to a toasty level courtesy of Phil Factor Fox, who donated the temporary use of kerosene heater that provided ample BTUs, along with near lethal doses of fumes. Doug Larsen also had numerous



photos of his "New Arrival" [see page 30] along with shots of the soon to be operative [he hopes] supercharger. It appeared questionable whether his bride shared his optimism as to whether this supplementary induction system will soon be functional.

One of the highlights of the festivities occurred when "Big Jer" modeled a "special" apron that featured a very "interesting" supplements sewn beneath the surface. [Ed note: under

serious threat of bodily harm, your humble and obedient scribe was given very strict orders from Mrs. Hurst not to photograph Mr. Hurst in this particular garb.]



The taste testing started around five and chief judge Jack O'Billmack used his patented [several times in fact] six-pack sampling tray to "double-check" his selections for the 2007 "Five Spoon Favorite." While the general consensus was that all of the recipes were excellent, this year's honors were awarded to: Denny Capetto – hottest chili; Barb Billimack - most unusual chili; Jenny Pawlak - best of show.

After the gastrointestinal tribute to Bachus, the guests adjourned to various and sundry soft spots to repose and engage in provocative conversation. The party broke up around ten. It goes without saying, that this classic event was once again an overwhelming success and will go down in the official Snic Braaapp archives at the top of the " a good time was had by all" folder.





*Mike Cook is the editor of the **Vintage Triumph Register Magazine**. For many years, he was an executive with Triumph and British Leyland. He is the author of **Triumph Cars in America** and contributes to numerous automotive publications.*

*The story below originally appeared in the **Six Pack Newsletter** and is reprinted here with permission from the author.*

THE DAYS OF THE TR6 A PERSONAL REMEMBRANCE



BY MIKE COOK

I drove TR6s for the full 8 years of production, 1969 through 1976. It was my good fortune (at least that part was good) to work for British Leyland and have my choice of any Austin, Triumph or MG as a company car. If I had the executive position, an E-type might have been my choice but the TR6 was more comfortable and vastly more reliable.

I left Triumph in 1967 and rejoined at British Leyland in December 1968. The TR6 was not yet available. Not a fan of the TR 250, I drove a GT6 for a few months until I could get my hands on a 6. From then until production ended I had a procession of them at the rate of about 2 per year. I took some side excursions, driving an MGC automatic for about three weeks until my feet were roasted and I was tired of borrowing other cars when the thing broke down. I had an MGB for half a year and enjoyed it but it was so crude and slow compared to the Triumph. I love Spitfires and my wife drove one but I had too much highway driving to do so the TR6 was the choice.

I like the styling, feel comfortable in the seats, think the controls and gauges are well placed and like the feel on the road but the most memorable

part of the TR6 is the exhaust note. If there is such an occupation as exhaust tuner, Triumph employed a good one. The resonance of that system more than made up for the loss of 40 horsepower between the UK/European fuel-injected car and ours with the Stromberg carbs. Even today, when one goes by, the reaction is: "Wow, what was that?"

Styling isn't everything but it's a major percentage and the TR6 had it. Even in 1976 after 8 years on the market, it turned heads. That may have been because the factory could never build enough to fill our orders so there were about 50% fewer TR6s on the road than we said we could sell. In its day, it made an impact similar to the launch of the E-type. Even the weird colors didn't sit in showrooms for very long.

It is remarkable how the TR6 stayed the same over the years. Variations in the emissions controls sucked some power but never took away the sound. The bumpers got uglier but the big black guards weren't as bad as some other solutions. Check out a '74 E-type! You could count on every new one feeling as good as the one before. With extensive modifications it made a good racecar, Bob Tullius's favorite, and won against many cars with more horsepower.

Along came the TR7 in 1975 and management pressured us to drive them. I wanted no part of a wheezy four-cylinder, four-speed, non-OD doorstop. I got a new TR6 at the beginning of 1976 and clung desperately to it until the TR7 5-speed arrived. When it did I reluctantly turned in the TR6 with nearly 16,000 miles on it - company car limit was 5,000. My wife and I then bought the last press demonstrator out of the fleet - a '76 in Carmine with Saddle interior and overdrive.

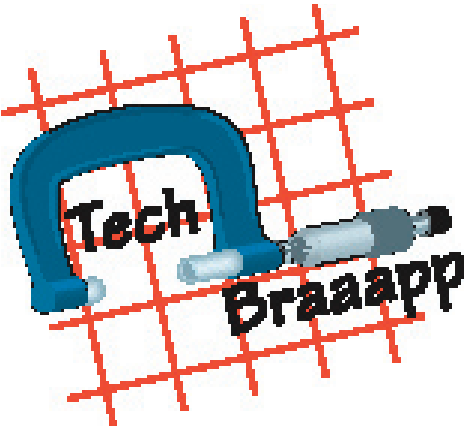
Four years later, that car saved the lives of my wife and infant daugh-

ter. Stopped in traffic, Carol was rear-ended by a Chevy Monza and the TR6 was rammed forward into the back of a Buick. The poor Triumph was hit so hard the doors were kinked! But the central structure held and with a few stitches she was okay. Jennifer, five months old, was nicked on her forehead by flying glass. Ted Schumacher bought the remains and the car is on the road, somewhere in the Midwest.

We were without a TR6 for a couple of years until Triumph's Southeastern Zone manager decided to sell his wife's 1975. Hardtop, A/C, O/D, etc., it was French Blue with black and had only a few thousand miles. We took it home, threw away the Stebro exhaust and restored the original sound. That mellow note accompanied us for ten enjoyable years until 1993 when I was more involved with Jaguar than Triumph. We sold the Blue car, removed the New Jersey BESTTR license plates and watched it leave for Ohio in a classic transporter where it looked right at home next to a pair of Ferraris and a Porsche.

I sometimes miss the TR6, especially at car shows where I hear that throaty purr. There's no doubt that it was Triumph's peak in the sports car business. Sure, the TR8 is faster and more modern and I would like one but the TR6 kept Triumph competitive. In a time period when there wasn't any product development money and Japanese and German engineering was eating our lunch.

Go to a Triumph show and the lineup of TR6s stretches across the field. Look in the magazines and you'll see every part still available. Even new frames are being manufactured and finding ready customers. The TR6 was only built for 8 years but it will survive for my lifetime and many more.



TRANSMISSION & OVERDRIVE TESTING

TEXT AND GRAPHICS BY
JAY "CANNONBALL" HOLEKAMP



Pete Ballard brought an early MGB Gearbox (three syncro) with D Type Overdrive to the recent Transmission Clinic hoping to be able to test it before installing it in his MGB. Although Steve Yott's gearbox/overdrive test stand was on hand and was used to test several Triumph TR GBX/ODs, it was not possible to test run Pete's transmission since there was no ability at that time to fasten a pulley to the MGB GBX input shaft. The splined input shaft of a Triumph TR transmission is 1-1/4 inches diameter, while the MGB transmission input shaft (and the Triumph GT6 GBX at the clinic) is 1 inch in diameter. I have an aluminum collet with a v-belt sheave attached which fits onto a 1-1/4 inch TR input shaft and it seemed possible to make a sleeve to reduce the collet to clamp onto the smaller MGB 1 inch shaft. Pete and I agreed to get together later and test the MGB GBX/OD. Pete also offered to make an Adjustable Transmission Test Stand that could

be used to test most any transmission.

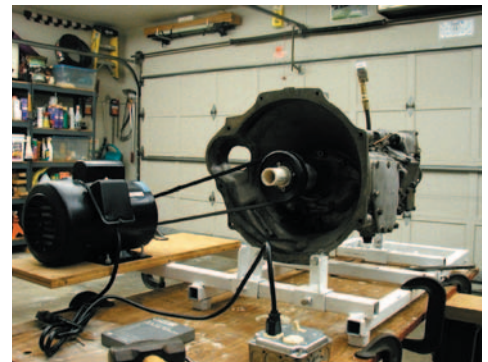
In early March Pete came to my garage with a very well designed and manufactured steel transmission test fixture. All the transmission mounting points on Pete's well thought out stand are fully adjustable and it will be easy to put gearboxes of all sorts on the test frame. I made a simple reducing sleeve



from a piece of 1 inch schedule 40 PVC pipe, slightly turning down the outside diameter so it would fit into the 1-1/4 aluminum collet. Pete's transmission/overdrive was mounted on the universal test stand, and the aluminum collet/pulley with PVC reducing sleeve fastened to the trans input shaft. A little extra space between the input shaft and the reducing sleeve was taken up with several wraps on the input shaft of aluminum foil tape normally used to seal foil faced duct insulation. Modern life would not be possible without tape! A v-belt from the input shaft pulley was installed to a 1 HP electric motor. The MGB engine rotates in the same direction as a Triumph TR engine – clockwise when looking at the front of the engine. Correct rotation is critical when testing a GBX/OD since reverse with the OD engaged will cause catastrophic damage to the unidirectional clutch in the overdrive. The overdrive operating valve plug was replaced with the adapter fitting that provides connection to the 600 psi liquid filled oil pressure test gauge set that I produce and sell. For details see - <http://tinyurl.com/505s>. The overdrive oil pressure gauge set up is the same for both A and D Type overdrives. We were ready to test.

I had never before had hands on a D Type overdrive and Pete's Haynes MGB manual didn't have a lot of over-

drive technical information such as the normal operating oil pressure. Pete had talked with Steve about the D Type overdrive and Steve recognized that the D type OD does not have a constant high pressure system like the A Type. We powered the electric motor and rotated the transmission in 3rd gear, about 1500 rpm at the output flange. The pressure gauge just came off the peg but to our delight, when the operating valve arm was pulled back, the oil pressure shot up to and held at about 450 psi. This was very good. When an A Type overdrive is engaged, there is a very noticeable jolt and rapid, definite change in the rotating noise – not so with the D Type. Only a slight change in sound was created when the unit was manually switched in and out of overdrive. This more gradual shift to overdrive must be because the D Type takes some time to build operating oil pressure vs the A Type which has 400± psi available instantly. Placing a handheld tachometer to the output flange proved the overdrive was operating properly as the rpm increased as expected when the unit was in overdrive. We rigged up a 12 volt power supply (a battery charger) and wired to



the solenoid, which worked correctly, although the transmission isolator switch was faulty. To say that Pete was happy would be a very large understatement!

With the universal transmission stand Pete designed and built and the collet/pulley with reducing sleeve it will be possible in the future to test transmissions with 1-1/4 inch (TRs) and 1 inch (GT6, Spitfire ?, & MBG) input shafts.

"Cannonball"



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 this list.



GOLF WITH YOUR FRIENDS



ILLINOIS RAILWAY MUSEUM

Located in Union, Illinois, 5 miles off I-90 via Route 20, Marengo exit.

17 TH ANNUAL VINTAGE TRANSPORT EXTRAVAGANZA

SUNDAY, AUGUST 5, 2007 8:00AM UNTIL 5:00PM

\$5.00 OPEN TO VEHICLES 1992 AND OLDER \$5.00

SEND \$5.00 PER VEHICLE, CHECK OR MONEY ORDER, PAYABLE TO "ILLINOIS RAILWAY MUSEUM." VEHICLE DRIVER & PASSENGERS RECEIVE FREE TRAIN TICKETS (A \$10.50 VALUE EACH) VALID FOR THE DAY OF THE SHOW ONLY. VEHICLE REGISTRATION THE DAY OF THE SHOW WILL BE \$10.00. PRE-REGISTER AND SAVE \$5.00 AND TIME AT THE GATE!

THE VINTAGE VEHICLE GATE CLOSES AT NOON, NO FREE TICKETS AFTER GATE CLOSES.



FOOD AND BEVERAGES AVAILABLE AT THE SNACK BAR AFTER 9:30AM



Ph. 262/697-7474 or go to www.irm.org for additional information. ISOA is club #234

TR Fore!

First Annual ISOA Black Sheep Open Saturday Morning June 23rd [Tee Time TBD]

Grab your mashie and join us at the Addison Park District Links & Tees, a par 3 golf course patterned after the famous Bushwood [and designed by Carl Spackler.] Your \$25.00 entry fee gets nine holes of golf, the use of a pull cart, lunch and beverages [@2]. Limited to the first 24 ISOAers who who sign up. RSVP Bruce Barnett, [847/357-4226] by June 1st [Remember: golf spelled backward is "flog."]



Leave from Janesville, WI Oct. 6 -7, 2007

Ninth Annual All British Car & Cycle Show With Vintage Aircraft Fly-In & Optional Pre-Show Rally*

*(Rally to be held on Saturday afternoon preceding the Car Show)

Co-sponsored by the BRITISH BOOTS & BONNETS CAR CLUB of Rockford, Illinois and the Poplar Grove Vintage Wings and Wheels Museum

Sunday July 15th ph 608/752-4689 for additional info



Saturday June 2 Leave Buckingham Fountain 8:00 AM



Thanks to ISOA Motorsports & E.F.I. senior correspondent Mark "Silo" Fisher for this legislative update. This could mean that at the tuneup clinic can actually allow us to get out cars actually running well without worrying about the smog sniffers

Illinois' Vehicle Emissions Testing Program Undergoes Major Change on February 1, 1995 and older vehicles currently in compliance with emissions law will no longer need to be tested,

SPRINGFIELD — The Illinois Environmental Protection Agency (Illinois EPA) announced changes to the Vehicle Emissions Inspection Law, that take effect February 1, 2007, and will impact thousands of motorists in the northeastern Illinois and Metro-East St. Louis regions whose vehicles are currently required to undergo regular emissions inspections.

Test notices will no longer be sent to owners of 1995 and older model vehicles that have a current vehicle emissions compliance certificate with an expiration date after January 2007. Exempt status has automatically been applied to these vehicles. Owners of 1995 and older model year vehicles that have not yet passed their most recent emissions tests or received a waiver, will be required to test their vehicles. Those vehicles that have not yet passed their most recent test cycle will receive an idle exhaust test and a gas cap test. The emissions testing program will continue to test 1996 and newer model year vehicles using the On-Board Diagnostics (OBD) test. The change to the Vehicle Emissions Law was passed by the General Assembly in 2005 as P.A. 94-526, signed into law in August 2005.

1996 and newer model year vehicles registered in Cook, Lake and DuPage counties and much of Will County are subject to the program; along with the eastern third of McHenry County, the eastern half of Kane County. In the Metro-East area, much of the western half of Madison and St. Clair counties and the northern tip of Monroe County are included. Boundary lines are determined

by zip code, not by county or municipality boundaries.

The change in the emissions testing program is a result of technological advances in vehicles being driven. Beginning with the 1996 model year, the U.S. Environmental Protection Agency required manufacturers to vehicles. These systems continuously monitor emissions-related components for malfunctions and/or deterioration. These systems notify the driver of a problem by activating the vehicle's "Check Engine" light before the vehicle's emissions have increased significantly. They also store this information allowing the Vehicle Emissions Test Program to retrieve the data in place of performing the current tailpipe and gas cap tests.

The number of OBD-equipped vehicles is increasing every year. Currently, over 75 percent of vehicles are OBD-equipped, with this number increasing to approximately 95 percent by 2012. The Illinois EPA began phasing in OBD testing for 1996 and newer vehicles in 2002 and fully implemented OBD testing on July 1, 2004.

The Vehicle Emissions Test Program plays an important role in reducing air pollution in Illinois. Automobiles and trucks are one of the single greatest sources of air pollution in the Chicago and Metro-East areas. Gasoline powered vehicles emit exhaust pollutants such as hydrocarbons (HC), nitrogen oxides (NOx), carbon monoxide (CO) and carbon dioxide (CO²). Vehicle emissions are responsible for a substantial portion of NOx and other emissions that form ground-level ozone in major metropolitan areas. Driving a malfunctioning vehicle is probably a typical citizen's most "polluting" daily activity.

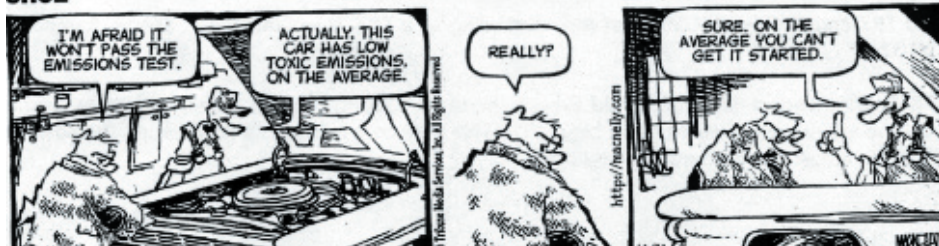
Motorists with questions regarding the exemption status of their vehicle can contact the Illinois EPA at 847/758-3400 or 217/785-7449.



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

SHOE





MARCH MEETING NOTES

Mack's Golden Pheasant welcomed nearly fifty of the Coventry Irregulars, AKA the Illinois Sports Owners Association, to its garden level on Sunday evening, March 4th. Chief executive Mark "Guzzler" Moore called things to [relative] order just after seven and introduced the officers in attendance. He also asked that any new members or guests in attendance to identify themselves. Among others, Dennis Hill of Willowbrook [TR6], Jeff Ackerman and Mike Zunjic of Chcago [TR3A] were welcomed into the fold. Mark reminded the attendees of the newly implemented periodical exchange and numerous members availed themselves of the free kindling and/or birdcage liner.

In the absence of events coordinator Jack "Spuds" Billimack, your humble and obedient spoke of recent as well as future officially sanctioned club events. Among other things, I reviewed the recent brake clinic held at Mueller's and the Swap Meet at DuPage County Fairgrounds, before discussing the lengthy list of activities on the club calendar [see page 3]. We touched on the upcoming clinics [carbs, distributor/ignition, and tune-up], the bowling night, vintage racing at Elkhart, a myriad of suburban cruise nights, the spring campout at Black Hawk Farms, and assorted British car shows scheduled for the driving season. We also mentioned plans for various monthly "breakfast runs" [driving activities as opposed to the residual effects of too much prune juice], and the ever-popular Movie Night, White Trash Night, and the "Turnabout Picnic," tentatively planned over the summer months. A new club activity planned for June is the first ever "Black Sheep Open" golf outing described by Bruce Barnet who spoke about some of the diabolical games he had in mind. More details will appear on the pages of SNIC BRAAAPP on these and other events as they become available.

The topic then turned to project updates and Mark led off the discussion by detailing the removal of the engine from his TR6, that day, and the pleasant discovery that the internals, other than a burned valve, seemed to be in good [as in I won't have to fork over a fortune to a machine shop], condition. Mark "Silo" Fisher also mentioned that "Snoopy", the Fisher GT6, would soon be sporting fuel injection, in part thanks to the EPA's decision to no longer sniff the

fumes of vintage cars [see opposite page].

Al Christopher mentioned that he had fabricated a repair for leaky fuel shut-off for TR2s and TR3s and that he had extras available for any one who might want to solve this chronic issue with the earlier cars.

Following a short break, during which many in attendance took advantage of the club's recent purchase of a DVD player to watch a video slide show of last fall's Euro Auto fest in South Carolina, Josephine Fisher drew the winning number for the monthly raffle which went to Rob Paczkowski. From there it was on the monthly denouement, the awarding [?] of the "Wheel of Shame" known throughout Triumphdum as the Boomer. For the second month, nominations were slim, with the trophy going to the only nominee - Bob Erikson - courtesy of Sheri "Big Mama" Pyle. It seems that last year Bob offered to convert the famous ISOA classic House on the Rock VHS tapes to DVD. The only problem is that at this writing, Bob can't seem to locate the videos, although he assured us that they weren't lost.

At the other end of the trophy spectrum, Mike "Hands" Blonder nominated Steve "Drippy" Yott for rectifying the issue preventing his overdrive from producing sufficient pressure and Phil Fox nominated Pat "Power Bulge" Lobdell for assisting him converting one of his fleet of Triumphs from positive to negative ground. Since Pat was there and Steve and wasn't, Guzzler made an executive decree that the voting was too close to call and the award should go to Pat [and this is the guy who is dependent upon the good will of Steve in helping get his TR6 back on the road.]

Just before we adjourned, Peter "Maestro" Conover spoke about his plans to attend the Amelia Island auction in hopes of finding a new home for his Healy 3000. Peter showed the auction catalogue, which included his car and asked that all in attendance keep a good thought for the sale since he needs an infusion of cash to complete the Aston Martins.

Things broke up just before nine. Begging your continued forbearance for any errors of omissions, your humble an obedient scribe.



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.

For Sale: 1956 TR3 Smallmouth. Apple Green with tan top, tonneau, sidecurtains, and interior. Painted steel wheels. Restored 1992-6. Fully rebuilt mechanicals including engine and uprated transmission/overdrive by TRacetorations of UK. Original trans & rear end included. TR6 fan and Ford alternator. All receipts. Keith Gill. Ph. 708/957-2479 or e-mail k.gill@comcast.net

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]

**SNIC
BRAAAPP**



Coming in May-

***Gone, But Not Forgotten - III
Distributor Clinic
Cravanning Protocol
Classifieds
Spotlight on Spitfire Mk I
Carb Clinic***

SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. All photos and disks will be returned upon request. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the authors and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. May cause delusions, hallucinations, paranoia, or confusion unless taken with [or without] alcohol.

**Bob Streepy, 850 Kent Circle Bartlett, IL 60103 email: trstreep@sbcglobal.net
SNIC BRAAAPP is published monthly by: VIDataPrint LLC - 847/683-9683**

Happy Birthday

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

- | | |
|------------------------|---------------------|
| Sue Lee 04/03 | Irv Korey 04/22 |
| Stacy McReynolds 04/07 | Ed Elzy 04/23 |
| Tim Mantel 04/08 | Lars Sullivan 04/25 |
| Larry Nolan 04/08 | Chris Smit 04/26 |
| Nikki Wilson 04/08 | Tim Buja 04/27 |
| Chuck Montague 04/08 | Ed Krakowiak 04/28 |
| Mark Fisher 04/11 | Jerry Hurst 04/29 |
| Kevin Boylan 04/20 | Dave Shedor 04/30 |

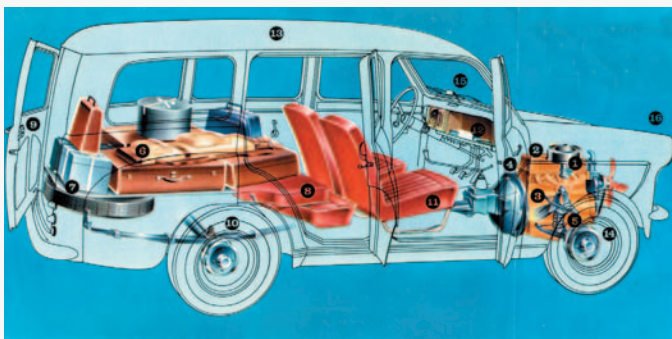
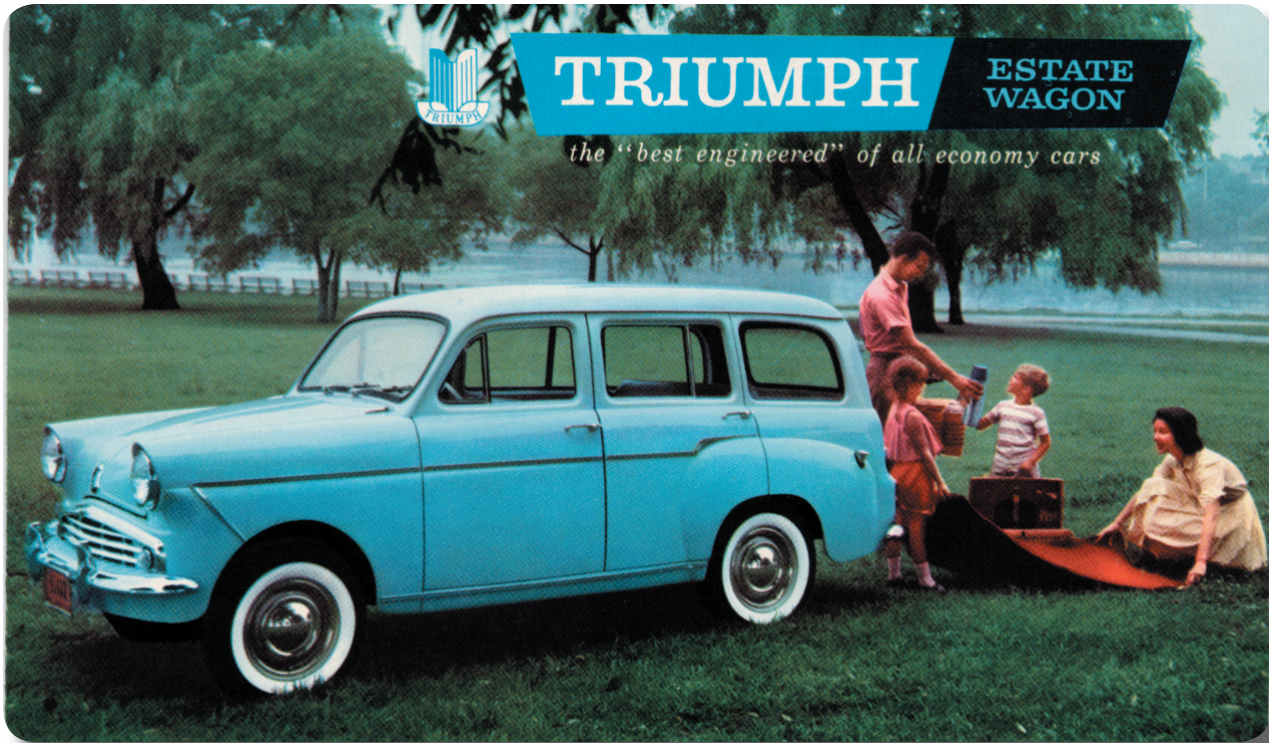
NEW MEMBERS

Dennis Hill
6824 S Quincy St, Willowbrook, IL 60527
630-654-4056 - Email: radq54a@comcast.net
1972 TR6

Rob Paczkowski
7421 Main St, Downers Grove, IL 60516
630-989-1610 - Email: sciguy6@sbcglobal.net
1973 Spitfire

Mike Zunjic
5743 N West Circle, Chicago, IL 60631
773-775-2898 - Email: mzu@aol.com
1961 TR3A

[memberships - 128; members - 184]



The TRIUMPH Estate Wagon is a true economy car. It costs \$1500 less to buy, \$350 a year less to operate than an average American station wagon. But it carries bigger loads than other economy station wagons. It takes rougher treatment. And it runs practically forever - up to 60,000 miles without a major overhaul. (100,000 miles is not unusual.) This "exploded" diagram shows you some of the reasons.

Performance. In the quiet engine, both the oil-bath air-filter 1 and the valves 2 are oversized to do more work, take more wear. Cooling water-jackets surround each cylinder 3 to make overheating virtually impossible. The electrical system 4 is as powerful as any in the biggest American cars, so the TRIUMPH starts easily under any conditions. And the advanced ball-joint from suspension 5 smooths out the roughest roads.

Space. Outside, TRIUMPH is only 12' long—easy to handle, manoeuvre, park.

But there's no wasteful overhang. So inside, even with the back seat up, there's room behind it for 5 big grips 6 — not including the spare tire in its separate compartment 7. Fold the back seat down 8, and you have 38 cu. ft. of load space, more than any other car in the class. The single door in back 9 makes loading and unloading easier. And you can pack your TRIUMPH to the roof. There are extra leaves in the rear springs 10. Up front, the deep cushioned front seats 11 adjust individually to give you more head and leg room than a typical American, station wagon. Even the parcel shelf 12 is roomier—carries 3 times as much as an ordinary glove compartment. No scrambling to get in and out of a TRIUMPH, either. It's the lowest-priced station wagon with 5 doors.

Safety. TRIUMPH'S body is built in one unit with the chassis 13 to make TRIUMPH safer, stronger—and virtually rattle-free. There are 2 leading brake shoes on each front wheel 14. The windshield 15 is made of safety-plate glass - and with no big front end to peer over, visibility is vastly improved. The headlights 16 are hand-adjusted for accuracy to the fraction of a centimeter. One prominent British expert [Sir Bentley Haynes?] calls the TRIUMPH the "best engineered" car of its kind. Is it any wonder?

ISOA ON THE INTERNET

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

ONLINE ROSTER ACCESS INFO

THE REAR VIEW MIRROR

APRIL 2007



DE FACTO ISOA MEMBER GARY HUNTER AND HIS FAMOUS "ALBINO BENGAL TIGER" TR6

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