



# SNIC BRAAAPP

**June 2007**

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"Git 'er Done!" Publications, A division of the Busted Knuckle Group

*NEWSLETTER OF THE ILLINOIS SPORTS OWNER'S ASSOCIATION*

*DEDICATED TO THE ENJOYMENT AND PRESERVATION*

*OF TRIUMPH SPORTSCARS*

*CHICAGOLAND'S OLDEST AND MOST ACTIVE*

*TRIUMPH ENTHUSIASTS CLUB*

*NOW IN OUR FORTY-SECOND YEAR*

*A CHAPTER OF THE VINTAGE TRIUMPH REGISTER*

## MOTORCHECK VINTAGE GT CHALLENGE

MOTRAH 007 Road America Text & Graphics by Bob Streepy



[TR4A] and your humble and obedient scribe [TR6]. We convened at the Silver Lake WI ISOA satellite headquarters, AKA Steve's place, on Friday morning where we were joined, at least for breakfast, by ISOA

**M**ORE THAN A DOZEN ISOA MEMBERS DESCENDED upon southeastern Wisconsin to attend the inaugural MOTRAH [Morgan, Triumph, Austin Healy] race weekend at Road America racetrack in Elkhart Lake over the weekend of May 18th-20th. One group of five caravanned up together and included Jay "Cannonball" Holekamp [TR4] – the tour concierge, Steve "Drippy"

Yott [TR4A], "Curious" Roman Hryniewicz [TR6], Frank Cartwright [TR6], Mark "Guz-zler" Moore

novitiate Jim Dorrington [TR4]. Following a typical Wisconsin brunch "snack" [approximately 10,000 calories], we headed north to Elkhart via [continued on page 8]

### *Inside Your June SNIC BRAAAPP*

**ISOA Events Calendar**

**Monthly Mumblings**

**Tune-Up Clinic**

**Gone, But Not Forgotten IV**

**Stumpy Joe's Carb Tech Tips**

*Lots More!*





## TUNE UP CLINIC

TEXT AND GRAPICS BY BOB STREEPY



While many Chicagoland revelers headed downtown for the Cinco De Maya Parade on Saturday, May 5th, roughly 30 of ISOA's usual suspects gathered at the Itasca residence of Bill and Sheri Pyle to put on a spectacle of their own up and down the Linden Avenue Proving Grounds to show off



their freshly tuned Triumphs. The annual Tune-Up clinic was, yet again, an overwhelming success, in that all of the cars that attended left under their own power, although in one



case, the aforementioned "power" seemed slightly diminished than before the car was tuned.



Things got under way bright and early, and this year a new format, the brainchild of chief tech guru, Joe "Stagmeister" Pawlak, was unveiled.

To prevent congestion in the garage, cars were assigned a station by Bill "Faithful Sherpa" [and designated



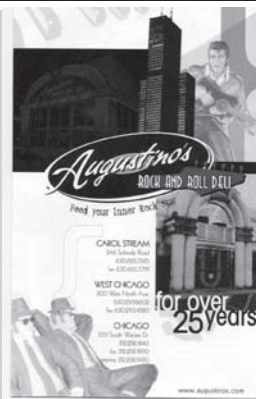
tune up marshal,] Jensen. Some cars were assigned the coveted "Sun Machine" machine station where Joe and Bill "Whizmo" Pyle awaited, while others were sent to other locations to be "prepped" for their turn in the operating room.



One of the first patients was  
*continued on page 10*



Attention ISOA cinema buffs, join your fellow ISOA movie lovers for an evening under the stars at our annual "Drive In Movie Nite, Friday July 27th. We will meet for dinner at Augustino's Rock and Roll Deli [motto: "Feed your inner rock star!"], 300 West North Ave [just east of Rte 59], in West Chicago around 7:00 PM for dinner. From there, we will drive 1.2



miles east to the Cascade Drive-In Theater on North Ave (IL 64), in West Chicago, IL (630) 231-3150. The film begins at dusk. [Call ahead to find out what's playing that night.] This is the largest outdoor cinema

within the state of Illinois with a capacity for 1200 cars. Lit-up seasonally from April thru October since 1952, Cascade screens double features of first-run films 7 nights a week and provides a choice of

traditional Drive-in speakers or FM radio for the movies' soundtrack. Admission: \$6 adults; \$1 children





## ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
Jun.	1	Fri.	7:00 PM	British Car Cruise Night featuring guest performance by Spinal Tappets, Roselle, Ph Dave Kayson (630) 529-529-9387 for details
	1-3	Fri/Sun.		NASS Spit-Togrether, Louisville, KY Ph (502)231-2354; dadtil4d@bellsouth.com
	2nd	Sat.	8:00 AM	Annual Chi-Town Sta-Bil Kruze - <a href="http://www.chitownkruze.com">http://www.chitownkruze.com</a>
	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	9th	Sat.		Peoria British Car Show - 309-359-8612 or email: mogdriver@sbcglobal.net.
	10th	Sun.		Michiana British Car Show, South Bend, IN - Randy Glanders (574) 294-8950
	13th	Wed.		Mundelein Cruise Night - Dave Shedor (847) 566-0478
	15-16	Fri/Sat.		Illinois St Andrew Society British Car Show, Oak Brook
	16-17	Sat/Sun		ISOA Spring Campout, Black Hawk Farms Raceway
	17th	Sun.		Wisconsin British Car Field Day - John Stockinger (262) 521-1072
	12-17	Tue/Sat..		TRA National Meet, Finger Lakes, NY. - Doug Jack (585) 248-3872
	23rd	Sat.	TBA	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
	17-21	Tues/Sat.		VTR National Convention, Valley Forge, PA
	27th	Fri.		ISOA Drive-In Movie Night, Cascade Drive In, West Chicago
Aug	6th	Sun.		Vintage Transportation Extravaganza, Illinois Railway Museum
	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	10th	Fri.		White Trash Nite, Sycamore Speedway
	12th	Sun.		Heartland British Car Show, East Davenport, IA
	24th	Fri		Import Night - Downers Grove Classic Car Night
	19th	Sun.		Orphan Car Show, North Aurora - (815) 469-2936
	26th	Sun.		Classic Car Show, Milk Pail Restaurant, East Dundee, IL -(847) 428-4693
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	Th/Sun.		Six Pack TRials, Hershey, PA
	21-3	Fri/Sun.		Indianapolis British Motor Days
	23rd	Sun.	9:00AM	Cantigny Car Show, Winfield
	29-30	Sat/Sun.		Lake Geneva Rally & Poker Run
Oct.	6-7	Sat/Sun.		America's British Reliabilty Run, Janesville, WI - bdischer@blakedischer.com
	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	18-20	Th/Sun.		Southeastern Regional Convention Jekyll Island, Georgia; <a href="http://www.sevtr.org/">http://www.sevtr.org/</a>

*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/>*

**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



## A LITTLE BS FROM BS

NEWS AND VIEW FROM THE  
BUSTED KNUCKLE GARAGE

**“K**ids today don’t know how good they got it,” lamented my street rod buddy, Vinnie “the Ratchet,” with unusual, especially for him, poignancy. It was happy hour, meaning that someone where in the universe, the clock had struck between one and 24 times, and he and I were holding down a couple of bar stools at our favorite watering hole. This particular refrain was nothing new. “The Ratchet,” particularly after a few Shirley Temples, is often known to wax philosophical on the “good old days,” [i.e. - black and white TV, stick shifts, segregation, public hangings, and other such nostalgia].

“Take my goofy nephew,” continued my cohort. “Dis kid shows up at my house da udder day and wants I should give him a lesson in drivin’ on accounta he flunked driver’s ed in school ‘cause he was too busy watchin’ porn on his cell phone to pay attention to da teacher. His mudder, my wife’s kid sister, ya know the one wit tree kids but ain’t sure who der fadders are an lives in da single wide over by da dumpster, says he should come by me an’ I should teach him to drive.”

“Vinnie,” says I, “surely the lad is in need of some paternal guidance, and you, in particular, are quite capable of passing on some manly driving virtue to this blood relative. Besides, you recall, if it hadn’t been for the efforts of Father Sergei back when you were an impressionable youth, you might not have become the comparative success that you now are.” I was referring to the time when Vinnie’s father had abandoned his family, for the third time, and his mother granted temporary custody of young Vinnie to the local parish priest to provide him with a masculine role model. It was shortly after that time that Vinnie got his first tattoos, began smoking Camels, and acquired a fondness for John Barleycorn. [This was also about the time that Angelina “Peanut Butter Legs” – smooth and creamy and easy

to spread - Saladina took a “sabbatical” to live with her Aunt Wanda in the old country.] I recollect that Vinnie was about seven when this all transpired. At any rate, Father Sergei seemed to have quite an impact on Vinnie’s character development, and it only seemed fitting and proper that Vinnie reciprocate now that he had the opportunity to provide direction for his misguided nephew.

“Have you ever been aroun’ dis kid?” queried my companion, draining his Jim Beam and Coke. Truth be told, I had seen the lad on a few occasions, and, in fact, it was not a pretty sight. He was most recognizable by his trousers, which he generally wore around his knees, exposing a band of about two feet of plaid boxer fabric extending roughly to his armpits. He usually sported a baseball chapeau with some sort of, what I suspect was, a Satanic icon worn 180° opposite the designer’s intended direction and he continuously had a pair of I-Pod ear buds draped around his shoulders as he twitched in apparent cadence to the sounds of “The Red Hot Chili Peppers.” His purple hair was usually shoulder length, although there was the time when he sported a Mohawk. His complexion could best be described as “piz-zaesque.” His expression was perpetually vacant and somewhat slack-jawed, although that could be somewhat exaggerated by the piercings in his eyebrow and nose. Traces of drool were commonly evident of his AC/DC concert T-shirt, and he seemed to be incurably joined to his “board.” In fact, he was not a comely boy.

“Perhaps he is not Theodore Cleaver reincarnate,” I said, “but he is family, and besides, maybe Mrs. Ratchet will be grateful, if you get my drift, for helping out her baby sister’s first-born. Besides, maybe you and he will “bond,” and the kid might turn his life around thanks to your interest in him.”

Apparently, the last shot of Jack Daniels had compromised Vinnie’s usual reluctance to ever listen to anything I might suggest, but on this occasion, he stunned me by agreeing to take my proposal and tutor the lad in order to get a driver’s license. Of course, he didn’t use his own car for the lessons; that’s what road testing his customer’s cars were for.

A few weeks passed, and I stopped by Vinnie’s shop to see how his new endeavor at role modeling was progressing. “How’s the driving teacher?” I asked.

“You an’ yer stupid ideas!” a not so

subtle indication that things hadn’t gone too well. “Dat kid is dummer den a box o rocks. He couldn’t never remember who had the right of way at a unmarked intersection even after I tol’ him SUVs always have priority over cars, an’ Dodge Ram pickups trump everything. We practiced, but when I turned off the radio so’s he could concentrate on drivin’, da kid breaks out in a cold sweat an’ starts gettin’ the heeby jeebys like some junkie witout his fix. An when I tol’ him dat he should turn his cell phone off while drivin’ into OHare during rush hour for the first time, he starts shakin’ so bad I had to slap him upside da head to shake him out of it. I wound up gettin’ Clearasil all over my hand.

Finally I take him to the DMV to take his test. While I am in da waitin’ roomin, he turns the radio up so loud that the examiner’s ears start to bleed. An’ when da examiner opens the glove box to get a band aid, he finds a roach I’d left from dat time we went to the Metallica concert an’ he tells da kid to head back. Da dummy pulls a ueey from the right lane an’ smacks into some Yuppie in a Beemer headin’ da udder way. Da examiner an’ da udder driver get into it pretty good on accounta da examiner hates Yuppies even more than loser kids, an’ my nephew hightails it outa der an’ shows up at my place an hour later wantin’ his I-Pod an’ his cell phone.

Da last time I seen him, he was weavin’ his bike in an out o’ traffic wit his skateboard tied to his back wit his I-Pod cords, talkin’ on da phone wit his underwear flapin’ in da breeze. But da good news is, my sister-in-law don’t want her kid hangin’ around here no more. She says I’m a bad influence on him on accounta she says he’s picked up a bunch o’ bad habits. So I tol’ her, “Maybe you should let him spend some time wit Fader Sergei. After all, look at all what he done for me.”







## MOORE ON THE MARQUE

BY MARK MOORE



**L**ast month I wrote you the tale of how a spunky lad acquired his first Triumph, evolved into an enthusiast, and grew up to become president [of ISOA]. I promised that this month I would further my saga with the story of the acquisition and ongoing restoration of my TR4A. I know most of you have had a hard time sleeping as you eagerly awaited this issue of SNIC BRAAAPP to read the conclusion of this riveting account. Well, you will have to wait another month. You see, there is another Triumph in this story. One whose story needs to be told. It is the account of a Spitfire that brought me self-assurance in my restoration abilities and helped turn another youth down the path of Triumph addiction.

Our narrative begins with a customer who told me that he knew of one of those “little British cars” for sale. He had a tenant who did auto repairs on the side and had acquired a car that he wanted to sell - cheap. The operative word, as always, was cheap. The car turned out to be a 1970 Spitfire MK 3. I went to check it out and it was extremely “rough.” The story went that someone had rebuilt the motor and could not get the car running afterwards. They brought the car to the guy trying to sell it in hopes that he could get it going, which he did. Then the owner left the car as payment for other debts. The mechanic envisioned restoring the car but, couldn’t find the time and now wanted

to sell. I decided to take a pass.

I went home and thought about the car for a few days and come to the conclusion I had have it. I told myself that this could be a good learning experience. The car was only \$400, and it ran. Sure, there was no interior, and the body needed work but it could be an amusing project. The key was to keep in mind that the value of a nice Spitfire was not all that great (relative to what I could spend restoring one) and that this was never going to be a nice Spitfire, at least on my budget. The goal was to get the car so I could drive it for a while, sell it, and not take too big of a bath.

I tinkered with the car for a while, and then I caught a break when I found out that Jake Jaquet had a 1970 Spitfire that he was parting out. He had already sold the motor and trans, but most of the bits I needed were still there. I purchased what was left of the car and disassembled it. Disassembling a Triumph was a great learning experience. It allowed me to take everything apart and see how it worked and I had the added benefit of not worrying about having to put it back together.

I combined the two Spitfires into one car. The two cars were only about hundred numbers apart. They were both from Rockford, and may have sat next to each on the same car lot. I worked at this project on and off, but before I ever drove the car, my head was turned by another Triumph, my TR4A. I moved on to that mission (more on this next month) and intended to get back to the Spit, someday.

The poor Spit sat for quite some time while I had lost interest. With two other Triumphs to keep me busy, it was hard to fit the Spit in. Then, the best possible scenario happened. The Spit caught the eye of another. My cousin’s teenage son fell for the car. Now I know what you’re thinking; you pawned

that junk off on some poor kid. Hey, I made him a great deal, and let him work on the car at my place till he drove it home. [Well, most of the way home.]

Many of you know that ISOA member Jeff Lathrop is my cousin Julie’s husband. Their son Bobby, now recent college graduate, is the proud owner of that Spit. [It was even featured as the May ISOA calendar car.] Bobby has had the car running for a few years now. He is growing more confident in it and is planning to drive the car to Champagne for the Memorial Day weekend car show its first big road trip. Bobby worked hard finishing that project hunting down parts on eBay and at swap meets, and even parting out a rolling chassis on his own. Bobby has already started his second Triumph project; a TR7 coupe that he purchased last summer. I am proud of him for taking on the project and finishing it and I’m glad that I helped save one more Triumph from the crusher.

The Spitfire chapter of my Triumph life could not have turned out better. Well, not unless I had actually kept the car. Still, it helped give me the confidence to take on bigger Triumph projects and let me help another find his way into the Triumph hobby.

I had fun researching Spitfires and gained a real appreciation for Triumphs “little” sports car. The Spitfire, IMHO, is one of the finest looking LBC’s every built. When there was recent speculation that BMW might build a new Triumph and everyone wondered what it might look like. An updated version of the Spitfire had my vote.

Next month I will finish the story of my Triumph evolution with story of my TR4A.

Til then,

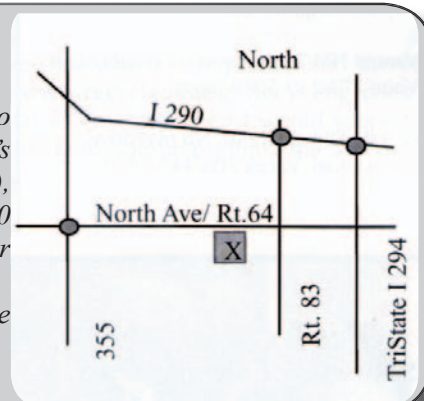
*Guzzler*

## ILLINOIS SPORTS OWNERS ASSOCIATION

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

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

*Everyone is welcome to attend the Board meetings.*





ISOA's legendary House Band, Spinal Tappets, is reuniting for a special "British Car Week" concert in Roselle on Friday, June 1st, from 7-8:30 PM at the intersection of Central Avenue and Irving Park Road. The Roselle Cruise Night runs from 6 - 9PM, and British cars are the featured marque.

Following their epic "Debut/Farewell Concert" at the 2005 VTR in Rockford, the band split up over alleged "artistic differences"

[although rumor has it there was a woman, - or in one version, a teenage boy- involved.] See and hear Wheelman, Screamer, Wrongway, Maestro, Silo, and Stumpy Joe bring their unmistakable sound to the "Village of Roses." Thrill to the unforgettable sounds of the classic "Smoke from the Dashboard" and "Losing my Transmission," and relive the tender moments from "Rust in the Tin" and the memorable "TR Man."

In addition to these classics, our informed sources tell us that the band has spent literally minutes in the practice studio working on a brand new set list and will debut a number of new, never before heard songs that they will be performing for the first time in public.

Mark your calendars now for this special event. Join the boys in the band for a couple of hours of peace, love, and rock and roll. - just watch out for the brown acid.



GOLF WITH YOUR FRIENDS

## TR Fore!

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

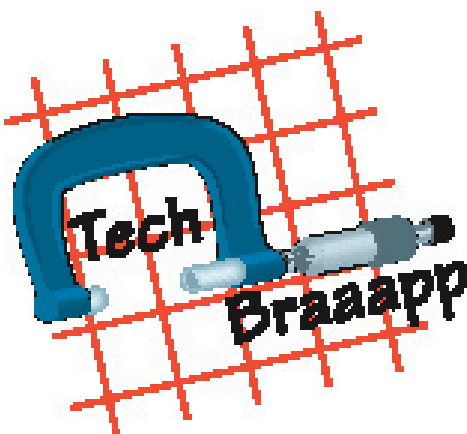


Grab your mashie and join us at the Addison Park District Links & Tees, a par 3 golf course patterned after the famous Bushwood [and designed by Carl Spackler.] Your \$25.00 entry fee gets nine holes of golf, the use of a pull cart, and lunch. Limited to the first 24 ISOAers who who sign up. RSVP Bruce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

[Remember: golf spelled backward is "flog."]



## THE HEIMLICH MANEUVER



## LATER ZS CARB MODIFICATION BY DAVE "STUMPY JOE" KAYSON

**D**id you ever try to push wire through electrical conduit? It doesn't work. That's why electricians pull wire...rather than push it.

Well, Triumph obviously didn't have any electricians at the Coventry Triumph factory in 1973. That's when they changed from a multi strand wire choke cable to a solid wire cable. The theory was that the solid wire would not only "pull" the cold start mechanism on but also "push" it to the off position. Well, it will work for a while when new, and then break or bend, and you wind up giving one of the vendors another \$60 for a new cable. Even worse, most of you with the late carb cars are never closing the cold start mechanism, so you are running with some choke all the time. Your carbs are constantly choking.

The early carbs had a spring on the cold start mechanism to bring it back to the off position when the operator wasn't "pulling on the choke." That's why you can turn a half click to the left to hold the choke on with the early cars...it keeps "pulling." As soon as you release the choke, the spring snaps the cold

start mechanism closed. If you were at the carb clinic, Joe and Tim went over the cold start mechanism...ie choke. That's the gizmo with the little holes and oblong recess that can be 180 degrees out of alignment.

The later carbs used a solid wire choke cable to do the same thing, except no spring. They had a spring loaded detent ball (see photo) to hold the cold start lever



closed. Moss Motors lists the spring 365-875 (\$3/20) for the later carbs,



stating "may be fitted to later cars to improve operation," but doesn't give any advice on what to do.

I found some information by



Nelson Riedel from Buckeye Triumphs on taking care of this problem. The detent ball can be removed from the cold start body with



a punch. (see photo) Then it is simply putting the spring on. One end connects to the boxy part, where the detent ball used to be, of the cold start body, and the other clips to the cold start lever.



Now you can use either choke cable with your car. If you stick with the solid wire, you won't be pushing it closed. The spring will be pulling the cable back, and the carb rebuild Joe and Tim taught you to do will pay off because you won't be choking.



*Stumpy Joe.*





the Kettle Moraine blacktops through some of the nicest twisty/turnies in the Midwest. The weather was gorgeous, the cars all ran well, the camaraderie was excellent and all in all, it was a great way to start out the 2007-driving season.



*Curious, Drippy & Guzzler in front of MOTRAH poster that was auctioned off for big bucks.*

We arrived at Road America in mid afternoon and hooked up with Jay's brother Harry who had driven over from his home near Madison in his pristine TR250. We soon ran into *Bar-risters for Buck*, Bob "Burnout" Steele and Ed Mitchell, who were there to watch the races too. Dennis Delap was there also, as a competitor. Before the festivities concluded, present and past ISOA members in attendance included Paul VanderWoude, Tom Schuld, Mike Bulfer, and Ernie Hussman. As we wondered around the paddock, Jay marveled at what a great country we live in where CEOs of Fortune 500 companies can spend millions of dollars indulging their hobbies, and write off the costs.

Since Triumph, Morgan and

Healy were featured over the weekend, it would stand to reason that a disproportionate number of these cars would be found on the grounds and such was indeed the case. Among the familiar race cars competing were those of Joe Alexander, Jack and Tony Drews, and Bill Detinger. [The devoted boy racers certainly would have recognized many more of the F.O.T. [Friends of Triumph] racing fraternity as well.]

With an hour or two to kill between the conclusion of Friday's qualifying heats and the "banquet" our group headed over to our accommodations, arranged for in advance by Canonball. The Maple Leaf Inn in Plymouth, WI, was selected on the basis of its "economy" and its proximity to the track, and it did not fail to meet these criterion, although there were some among us [not me] who may have questioned the "decorum" of this particular property. Fortunately, since all of us were unencumbered by any of the gentler gender, we were able to look past some the motel's shortcomings.



*Cannonball, Drippy, Guzzler, and Curious watching the MOTRAH qualifying heats from a shady grove.*

We headed back to Elkhart for the evening meal, which in itself was not especially noteworthy, except for the two

featured speakers: John Sprinzel and Kas Kastner! While Sprinzel is best known for his exploits with Healy and MG, it was interesting to hear that he actually started racing as a member of Ken Richardson's Triumph Works team. Later he also drove for Graham Robson after he became of the Triumph Works Department.



*John Sprinzel [center] gets a little car advice from Roman [left] and your humble and obedient scribe [right]*

Any student of Triumph racing needs no further elaboration on Kas Kastner's contributions to Triumph's success in North American racing. Kas spoke of his experiences as head of the U.S. Triumph Competition Division and recounted a few of his many achievements during the "Glory Days." Both of these gentlemen were incredibly gracious not only during their talks, but over the course of the weekend as well. Hearing them speak was a privilege in itself and, had the rest of the weekend been a total bust, [it was not] their presence made the trip worthwhile.

After the dinner, we headed back to the motel, which was, somewhat surprisingly, still standing. We told some yarns, enjoyed a cocktail or two, and called it night.

The next day we headed to the track for more qualifying heats and also watched the autocross that took place on special go-kart track inside Road America. Unlike the typical parking lot autocross, this course had elevation changes and was long enough to make each run very exciting. In addition to the autocross, which was only open to Triumph, Healys, and Morgans, there was also a rally, just for those marques, as well as a people's choice car show. {Steve and Jay received



1st and 3rd place awards respectively.]

At midday, the track permitted a “Run What You Brung” lunchtime lap for anyone willing to pony up some cash to drive around the track. It was really quite a contrast, after watching [and listening to] prepared racecars turn in loud and fast laps to see [I’m not making this up] a Mercury Grand marquis and a Dodge mini van wallowing through turn five. Unfortunately, as is often the case in wheel-to-wheel competition, something broke and the mini van had to leave the track on a flatbed.



**Blake Discher of the Detroit club autocrosses a TR6. Note the race track in the background**

After the conclusion of the racing on Saturday we had dinner and closed up a bar. [Ed note” the bars in Plymouth, at least the one we went to, close at ten PM.]



**ISOA Triumphs lined up in show field while pace car starts MOTRAH qualifying heat.**

Sunday morning we awoke to quite a shock. The temp, which had been in the 80s the day before had dropped to the thirties overnight, and there was a forecast for rain, and possibly sleet. Even



fresh air fiend Jay Holekamp elected to “erect his hood,” as our UK brethren might say, in light of the ambient temperatures. Mark Moore’s Weber carbs did not take to the low temps too well, but after a few shots of ether, we were on our way to the track for the third and last day.

The cold temps thinned the crowd, but the racing was still hot and we hung around until about noon before heading back to the flatlands. The return trip was not nearly as much fun, rain and cold have a way of dampening the fun factor in driving a sports car, especially on a Sunday afternoon when the roads clog up with boats and campers,



**Guzzler [near] and Frank Cartwright [far] “tinker” with Mark’s carburetors.**

but we all survived. If the first driving event of the new driving season proves to be any kind of indicator, we can look forward to yet another year of “a good time was had by all” drives in 2007.





## ONE THAT GOT AWAY

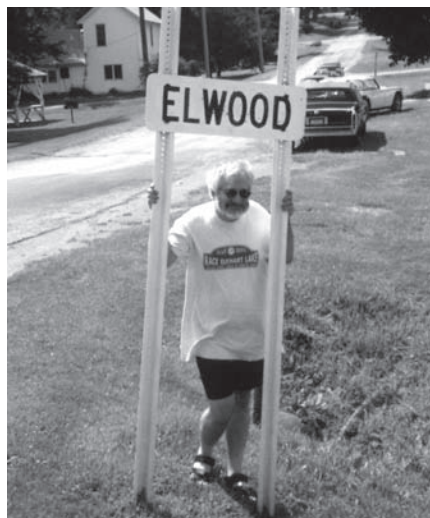
BY IRV "ELWOOD" KOREY

It was the spring of 1974. I was driving southbound on Western Avenue in Chicago, making an emergency delivery to a good customer. Along the way, sitting in front of a body shop near 59th and Western, was a gorgeous, bright white TR4 with redline tires and wire wheels. What also caught my eye was the for sale sign on the car. I had been bitten by the TR bug a couple of years earlier when one of my best friends let me drive his TR3 with a TR4 engine and transmission. (An aside: the same guy who introduced me to TRiumphs also introduced me to and fixed me up with the woman currently known as Mrs. Elwood. While I am indebted to that guy for both, I have no idea what happened to him). After that drive, I knew I wanted one. Due to the fact that I knew even less then than I do now (which, for those who know me well, is really hard to believe), I had been through a series of real pieces of shit in my efforts to acquire a running and useable TR. None of them (a total of 3 cars) were running or useable when I bought them, and only one of them was (barely) running when I got rid of them all. I decided that when I completed my delivery, I would come back to the TR4.

The owner of the car worked in the body shop that the car was parked in front of. I went inside and found the car's owner. The price was reasonable, the car drove great, and we soon reached an agreement. I was now the proud owner of not a TR4, but a 67 TR4A solid axle car with HS6 SU carbs, a header, and a Stebro free flow exhaust. Someone had fitted this car with fold down headrest seats from a 69 TR6, as well as TR6 wires and tires. The paint was flawless, as you would expect from a car purchased from a body man, and I drove the car everywhere. Eventually, I drove the car to a meeting of a local TRiumph club that I had found out about from the TR4A's previous owner. I didn't learn this at my first meeting, but some time

later that year I discovered that I had purchased a piece of ISOA history. It seems that some time earlier, probably the fall of 73, several ISOA members had gone to the SW Michigan summer home of one of the ISOA member's families. Sports cars, back roads, and youthful exuberance being what they are, a couple of TR4's were racing about the countryside, made contact, and ended up in the ditch together. One of them went upside down. Fortunately, everyone was okay, although current ISOA member Mike Bulfer suffered a tear in his pants. This event became known as Doug's Dreadful Ditch, as Doug Johnson was the host. The car that I bought was the one that had been upside down. The body work and fresh paint were finished not long before I came around and bought the car.

That car fanned my TRiumph lust into a raging inferno. It soon became clear to me that I had to have a new one. Since there was talk of the Feds outlawing convertibles (it was these proposed regulations that resulted in the first TR7's being coupes), and since it was rumored that every year would be the TR6's last year (the rumors were wrong until 1976), I decided to sell the 4A and buy a new TR6. A girl from Evansville, IN, drove away in my beautiful 4A (and totaled it less than a year later), and on September 20th, 1974, I took delivery of CF22767U, a pimento red 74 TR6. Now, almost 33 years later, I still have my TR6, and I still regret selling that 4A.



## ISOA TECHNICAL ExSPURTS

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





**M**ake plans now to join your fellow nature nature lovers at the annual ISOA Spring Campout on June 15th & 16th [Sat/Sun] at the Black Hawk Farms Raceway located west of I-90 between South Beloit and Rockton north of Rockford. The usual suspects will convene at Billimack's [23 Elmhurst, Crystal Lake] around nine AM to caravan to breakfast and then to the track.

There we will spend the afternoon watching vintage racing, as well as laughing at Streepy and Mueller trying to pitch a tent.

There will be the the traditional evening campfire complete with tall tales and copious beverages before a restful evening under the stars.

Club chef, Billy Pyle, will be cooking up a batch of his famous breakfast cuisine specialty on Sunday morning.

Some campers will stay to watch more racing while others will head out

early to travel to Sussex, Wisconsin, for the British car field day. Either way, it's a great weekend that you won't want to miss. RSVP Jack Billimack if you can't be at the June meeting to sign up.



*continued from page 2*



Doug "Wires" Larson whose recently acquired TR6 was sporting a freshly installed supercharger. Joe made some adjustments to the fuel mixture, and Doug announced, after a vigorous test drive, that the car was indeed vastly improved in terms of its performance. Jerry Hurst's TR6 was next. His car, too, received some ignition tweaks and was soon running much smoother than before. Other cars shuttled in and out of Billy's garage as the morning wore on; each was ultimately attached to the vintage Sun machine diagnostic equipment. Among others, Denny Capetto's TR3, Tim Buja's TR8, Jack



Billimack's TR6, Nikki Wilson's Stag, and Bill Jensen's Spitfire all got to spend some quality time at the old analogue tune-up apparatus.



Before long, it was lunchtime, and Sheri provided the gang with a tasty platter of sandwich fixings. After lunch, Bill and Jack were still having



some ignition woes, so Joe and Tim spent some time sorting out various and sundry distributor issues before the TR6 and Spitfire made their successful return trips. Eventually, Jack "borrowed" a distributor from Tim in order to straighten out his ignition problems. In "Mr. Bill's" case, the return to Joliet would not begin until well after dark. [The Domino Theory of fixing one thing, only to have that reveal that something else was amiss, seemed to be most evident in the case of Miss Elizabeth.]

All in all, the day was yet another successful case in point of why membership in ISOA is the best investment any Triumph owner could ever make. Just ask Jack or Bill.



Join your fellow ISOA racing fans at Sycamore Speedway on Friday evening August 10th for White Trash Nite IV. Have a sandwich or a slice [and a beer] before the first race at the track. This is always a good time, so don't miss out.



Race & Weather Phone: 815-895-5454 [or] 815-895-5800

Qualifying starts at 7:15 p.m., all racing starts at 8 p.m.



Sycamore Speedway is located just 4 miles east of Sycamore or 15 miles west of St. Charles, Illinois on Hwy 64 (North Avenue). From Chicago, take I-88 to Hwy 47 (Sugar Grove) exit. Take Hwy. 47 North to Route 64 (North Ave.) Turn left (West) on Hwy 64 approximately 7 miles to Speedway Entrance. Speedway entrance is on the North side of the road or

Take I-88 to Peace Road (DeKalb) exit, turn right (North) continue on Peace Road (8 stoplights) until Route 64 (North Ave) in Sycamore then turn right on Route 64 (East) approximately 5 miles to Speedway Entrance on North side of the road.

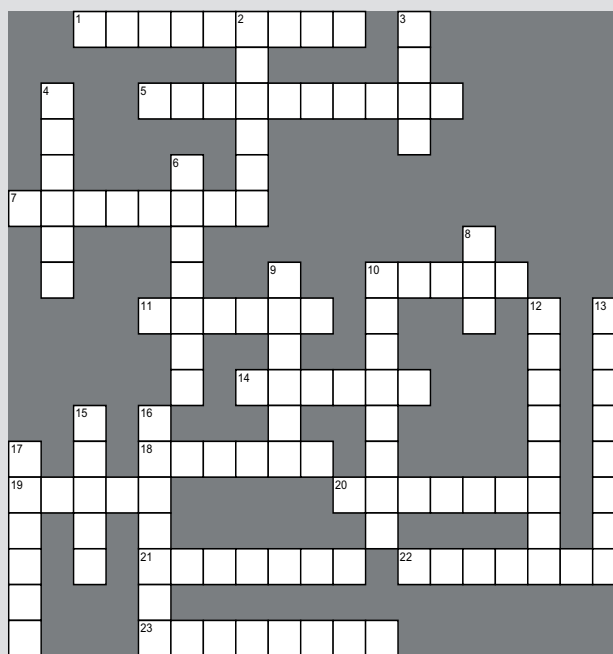
Admission:

Adults: \$12.00

Children: 6 thru 13 \$5.00

Under 6 FREE

## ISOA Events Crossword



www.CrosswordWeaver.com

### ACROSS

- 1 Michigan city that is site of "Mad Dogs & Englishmen."
- 5 Wisconsin community that will serve as departure point for the western contingent of the 2007 America's British Reliability Run.
- 7 Car Show jointly sponsored by Hoosiers & Wolverines
- 10 Hawk Farms Raceway, site of spring campout.
- 11 Forge - PA Location of 2007 VTR and site of Washington's winter encampment in 1777.
- 14 Island where 2007 VTR Regional will be held this October.
- 18 Car Show in Aurora that is only open to cars no longer built.
- 19 Hamlet that is home to Railway Museum and the Vintage Transportation Extravaganza.
- 20 Suburb where the Spinal Tappets will hold their reunion concert.
- 21 Vintage GT Challenge race at Lake, WI
- 22 Sweet-smelling community in PA where Six pack will hold the 2007 TRials.
- 23 Far western suburb that is home to speedway annually visited by ISOA.

### DOWN

- 2 Island where the Maestro auctioned his Heally.
- 3 Pail Restaurant in East Dundee is home to annual car show in August.
- 4 Green, WI, home to the House on the Rock.
- 6 Drive In movie theater in West Chicago.
- 8 Initials for largest British car show in midwest.
- 9 Lake, site of poker run for charity held each September.
- 10 Ancestral home of Nigel Shiftright.
- 12 Singh, editor of April issue of newsletter.
- 13 Former Winfield home of Colonel Robert McCormick, Tribune publisher, and now site of fall car show.
- 15 Theme of 2007 Champaign British Car Show " on the beach."
- 16 Boots & - hosts of British car show held at Poplar Grove Airport.
- 17 Town that hosts Wisconsin British Car Field day in a crater.



ISOA Events Crossword

**Ed note:** Some of our more observant readers, possibly even both of them, will have noticed that this month's newsletter arrived folded in half. This was necessitated by new postal regulations and rates. Snic Braaapp apologizes for the additional effort required to remove the sticky tabs and to unfold all twenty pages before placing it in the bottom of the cage.





Dear Editurd-

Ah'l be a lookin' fer a new job purty soon on acounta mah time as "decider" is jest about up. I hear tell you all have a band an' yer drummer ain't that good. Ah been a-practicin' an' Laura says Ah'm gettin' purty good. Do you all think mebbe I kin audition fer you all as yer percussionist?

GW, DC



Dear Dub

We will forward your inquiry to our chief entertainment correspondent, and the band's keyboard player, Mr. Swanson. I suspect that you two will have a great deal in common, since his official ISOA nickname is "Wrongway" too.

Yo Dudes-

Just in case this pro football thing doesn't work out for me, I'm trying to cover my ass with a backup gig. I understand you guys have a band, but that the lyrics are pretty lame on most of your

songs. How about if I sign on to write the words for your band. My qualifications are that as a freshman I wrote a bunch of immature rap songs and from what I hear, you guys are about as immature as any bunch around, so my stuff should fit right in. whadadya say? Can I have the job?

G.O. Miami



Dear G-Reg-

We strongly suggest that you stick with playing football. [We have a special place in our hearts for tight ends] While the lyrics to most of the Spinal Tappets' songs are sophomoric, they are considerably more sophisticated than the crap that you wrote during the period of your youthful indiscretion.

Dear Editor,

How youse doin? Me, I'm good. Hey, do youse remember las year when I got the ol' ladies from bingo at Saint Pedophelia to gimme some dough for the oil stain on my Aunt Wanda's garage floor what I said looked like da Holy Virgin? Well dey lit so many freakin' candles in da garage dat da buildin' caught fire an burnt to da groud. It took my TR6 wit it. Now alls I got lef is a toasted Triumph .

Do youse tink dat any of da ISOA members would wanna buy it? It don't run an' everything is pretty well fired.

Apex Mosier, Nortwes Side

Dear Sir

We have forwarded your clas-sified to Messrs. Fox and Kayson, both of whom have expressed considerable interest in augmenting their respective fleets with just such a car as you describe. We suspect that you will be hearing from both of them in the very near future.

.Dear Edicur,

I see that your group has reserved our facility for a golf outing on Saturday, June 23rd. As you may know, I am the assistant grounds keeper and you should be advised that at our club has very high standards and any foolish behavior or improper decorum on your part will result in your being banned from ever returning to our course. We expect that all of your members will wear proper attire and follow the rules of golfing etiquette that all of us hold near and dear.

C. Spackler,



Dear Carl

You may rest assured that ISOA golfers will conduct themselves in such a way as to bring honor on themselves and your facility. We have it on excel-lent authority that the organizer of this outing has already secured most of the "special" kinds of equipment necessary for the unique games he has arranged for our outing.

PS - We are little short on Maz-zola Oil and whipped cream and our supply of leather whips and handcuffs is low, plus, we still don't have enough hookers reserved for each hole. Could you please forward a list of brothels and leather shops in Addison? ED

## Triumphs Forge Ahead!

Join Delaware Valley Triumphs, Ltd. in Valley Forge, Pennsylvania  
And celebrate the 50<sup>th</sup> 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 17<sup>th</sup> through 21<sup>st</sup> 2007

Visit our website for more info — [www.vtr2007.com](http://www.vtr2007.com)



JUNE 12-16, 2007



SATURDAY JUNE 2  
LEAVE BUCKINGHAM FOUNTAIN 8:00 AM

## 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



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](http://WWW.IRM.ORG) FOR ADDITIONAL INFORMATION.  
ISOA IS CLUB #234

*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](mailto:trstreep@sbcglobal.net) to have it included on this list.*





# THINK YOU'RE UP FOR IT?

**In the last four years we've raised more than \$100,000 for kids battling childhood diseases by driving in America's British Reliability Run. Now we're at it again!**

On Saturday, October 6th, up to 80 vintage British cars will depart two locations, one in Ohio and another in Wisconsin for demanding, two day, 800-mile drives to raise money for two highly regarded children's charities.

This year, we're driving for the Ohio-based "adventures for Wishkids" and the Milwaukee-based "Center for Blind and Visually Impaired Children."

**So get a co-pilot, jump in your little British car and join us. It's a lot of fun, you'll meet fellow British car enthusiasts, and it's for a great cause!**

**Get involved, you (and your car) can do it! Or, please consider making a tax deductible donation.**

*Because teams pay their own expenses, 100% of your donation goes to the charity.*

**[www.abrr.org](http://www.abrr.org)**

Made possible through the generous support of Little British Car Company ([www.lbbc.com](http://www.lbbc.com)) and Hagerty Insurance ([www.hagerty.com](http://www.hagerty.com)).



Sept 29-30  
30th Annual Lake Geneva Classic Car Rally, "According to Hoyle" Automobile Tour, American Cancer Society Childhood Research Benefit, Sponsored by Corinne Kreissl Memorial Foundation Inc. Saturday: Car Show (by Riviera building on Wrigley Drive) from 9am-11am, Parade (downtown Lake Geneva) at 11am, Wood Boat Show-Parade, Yerkes Observatory Open House, Hubcap-Runningboard Dance. Sunday: Grand Car Show Finale, Silent Auction Bidding, "Flip Flop" Clown Show for kids, Liflight Flyover by WWII Bi-Planes and Classic Aircraft. For additional information call (262) 248-2764, [www.classiccarrally.net](http://www.classiccarrally.net)



IMPORT NIGHT  
FRIDAY AUG. 24



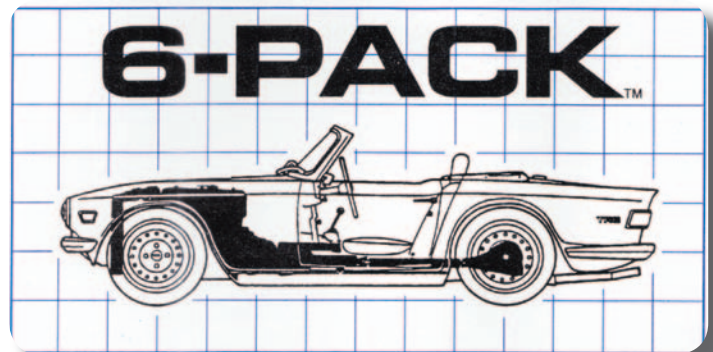
SUNDAY, JUNE 10TH, SUSSEX, WI

The 17th Annual Orphan Auto Picnic, Sunday, August 19, 2007, Aurora, Illinois  
Directions: Take I-88 to Aurora and exit at Route 31 southbound. The exit is near mile marker 117 on I-88. Continue south on Route 31 to Indian Trail. Turn left onto Indian Trail. You are now heading east. Just after crossing the Fox River, turn right onto Route 25 (Aurora Avenue) and head south. Look for a guard rail on your right. Just after passing the guard rail, you'll see the driveway on your right, which will be marked on the day of the picnic. Turn in to the driveway, and follow it down the steep hill and across the railroad tracks.



EUROPEAN SPORTSCAR CAR  
NIGHT FRIDAY  
JULY 27TH 6:00 PM





TRIALS 07, SEPT 20-23  
HERSHEY, PA



SUNDAY SEPTEMBER 23, 900 AM 3:00 PM







## MAY ISOA MEETING NOTES, [In Case You Missed It]

Mark's Golden Pheasant extended its hospitality to more than 50 ISOA members, many of whom drove in Triumph to the monthly gathering on Sunday, May 6th, 2007. President Mark "Guzzler" Moore called things to [relative] order a little after 7 PM. Jim Dorrington of Silver Lake, Wisconsin, [TR4, TR4A] was the only first timer in attendance.

The meeting began with several reports on assorted project updates. Among others, we heard from Mark on the continuing saga of his TR6 frame restoration, Mike Geiter on some issues with a Dolomite 16 valve TR7, Nikki Wilson and her Stag radiator woes, and your humble and obedient scribe on getting Casper, not the world's nicest, just the most expensive, TR3 back to life.

Our next focus was recent events. Bill "Mr. Bill" Jensen spoke of the preceding day's tune-up clinic and how appreciative he was for the efforts of Joe "Stagmeister" Pawlak and Tim "Toolman" Buja, who stayed at Pyle's until after 8 PM to get Miss Elizabeth, the Jensen Spitfire, cured of her respiratory woes. Joe then elaborated on the steps taken to restore the car to good health.

From there, Jack "Spuds" Billmack outlined a number of approaching events, including the vintage races at Elkhart Lake and the Champaign British Car Show. Dave "Stumpy Joe" Kayson gave some particulars about the Spinal Tappets performance at the Roselle Cruise Night in June, and Jack then provided some information about the spring campout at Black Hawk Farms. He then discussed the Wisconsin British Car Field Day, before allowing Bruce Barnett to talk about the TR Fore ISOA Golf outing. The last chance to signup will at the June meeting. Jack also mentioned the Boots & Bonnets Show at Poplar Grove Airport, and the group also talked about the caravanning plans for the 2007 VTR at Valley Forge, Pennsylvania. We also discussed the annual drive-in movie night and the White Trash Nite at Sycamore Speedway.

After mentioning several other events, Jack took a seat while Jim "Screamer" Aldridge and Peter "Maestro" Conover, 2/6s of the ISOA band Spinal Tappets played an acoustic ballad from the softer side of the hard rock band. The song, penned by your humble and obedient scribe and the Screamer,

told the story of a fictional Herald enthusiast from Crystal Lake who put a big block crate motor into a Herald to keep up with traffic.



*Jim "Screamer" Aldridge performs a Spinal Tappets acoustic original entitled "Puff the Tragic Herald" while Jack "Spuds" Billmack looks on in amusement - or, possibly, shame?*

After a break, the group discussed cars and parts wanted and/or for sale, and then President Moore entertained nominations for the Peter M. Roberts and Boomer.

Those singled for special mention for the good of the cause included: Dave Kayson, from Jim Aldridge, for helping him out with an exhaust problem; Mike Mueller, from Jack Billmack, for doing considerable welding on the frame of Jack's TR6; Al Christopher, from Denny Capetto, for lending him some carb rebuild parts at the tune up clinic; and Steve Yott, Jay Holecamp, Mark Moore, Dave Kayson, and Mike Mueller, from your humble and obedient scribe, for bringing Casper back to life. The loving cup will reside at Casa Toofus in Wood Dale for the time being.

The Boomer nomination [singular] went to Barbara Billmack, by way of Jerry Hurst. It seems that as Jack described some of the problems he experienced with his car at the tune-up clinic, he attributed them to improper mechanical repairs performed by his bride over the years. *[It should be noted that Mrs. Billmack was not in attendance at the May meeting!]* Jerry then proceeded to nominate Barb for causing Jack's car to malfunction. Only time will tell if the Boomer receives the prominent domestic display as required in the bylaws for May of 07.

Things broke up a little after nine. Begging your continued forbearance for any unintentional errors, your humble and obedient scribe

*Streep*



### 2007 ISOA

#### BOARD OF DIRECTORS

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

*Classified Ads: The Illinois Sports Owners Association newsletter will accept classified advertisements from members who wish to buy or sell Triumph cars, parts or miscellaneous related material. We will run ads, at no charge, for club members for ninety days. We also accept ads from non-ISOA private individuals who have cars, parts or related items that we deem of possible interest to our membership on a case-by-case basis. We do NOT accept advertising from commercial enterprises – even if those businesses are owned or operated by club members. If a Triumph related business hosts an event which we feel might be of interest to our membership, we will inform our readership of this occurrence, but this newsletter, its editors, and the board of directors do not endorse, recommend, or otherwise support, implicitly or explicitly, any commercial entity doing business in the Triumph-related domain.*

**For Sale:** 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 [4/07]

**For Sale:** 1960 TR3A Basically stock except for following upgrades: •Koni shocks in front •Reworked head with Stellite valves and hardened seats. Good to go with unleaded. •TR4 trans (synchro in first gear) •Overdrive (not working) •Gear reduction starter •Custom made soft side curtains •Good tonneau •Good convertible top •Steel wheels and steel wire wheels •Rebushed front suspension •New rear springs. •Spin on oil filter. Call George Capper 708-542-1762 (cell) or e-mail ghcapper@aol.com. \$11K or nearest reasonable offer, 5/07

**For Sale:** 1980 TR7 convertible. 5-speed. Fairly original Kansas car showing 73K. Older gold repaint over original Russet. Tan plaid interior. Low miles on tires,rebuilt alternator, TSI driveshaft. Starts/runs/drives good. Factory manual and a few spares included. First offer to ISOA \$2200, Will consider trade toward older TR. Andy Mikonis 773-523-3330 or r41hp@yahoo.com [6/07]

**For Sale:** Four 185 x 15 Michelin Redline Tyres mounted on powdercoated stock TR6 rims. VGC. \$300.00 OBO. 4 15 inch Stailness steel wheel rings for TR6. EXC. \$75.00 OBO. Bob Streepy 630/372-7565; trstreep@sbcglobal.net [6/07]

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



Donna Skrzypek 6/04  
Eric Nielsen 6/05  
Janet Revis 6/07  
Jim Holland 6/07  
Doug Campbell 6/12  
Bob Erickson 6/13  
Cori Costello 6/13  
Terri Anderson 6/16  
Frank Cartwright 6/22  
Denny Cappetto 6/30

ISOA MEMBERSHIP COUNTS:

Memberships @136 - Members @196



## SNIC BRAAAPP

Coming in July

Chi-Town Cruz,  
Gone, But Not Forgotten - V,  
Champaign Car Show,  
Spring Campout  
Sussex, WI car Show,  
Lots more Stuff

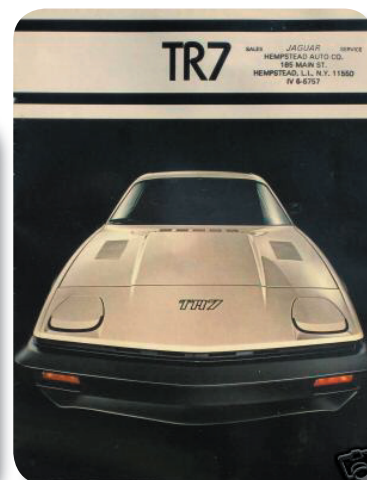
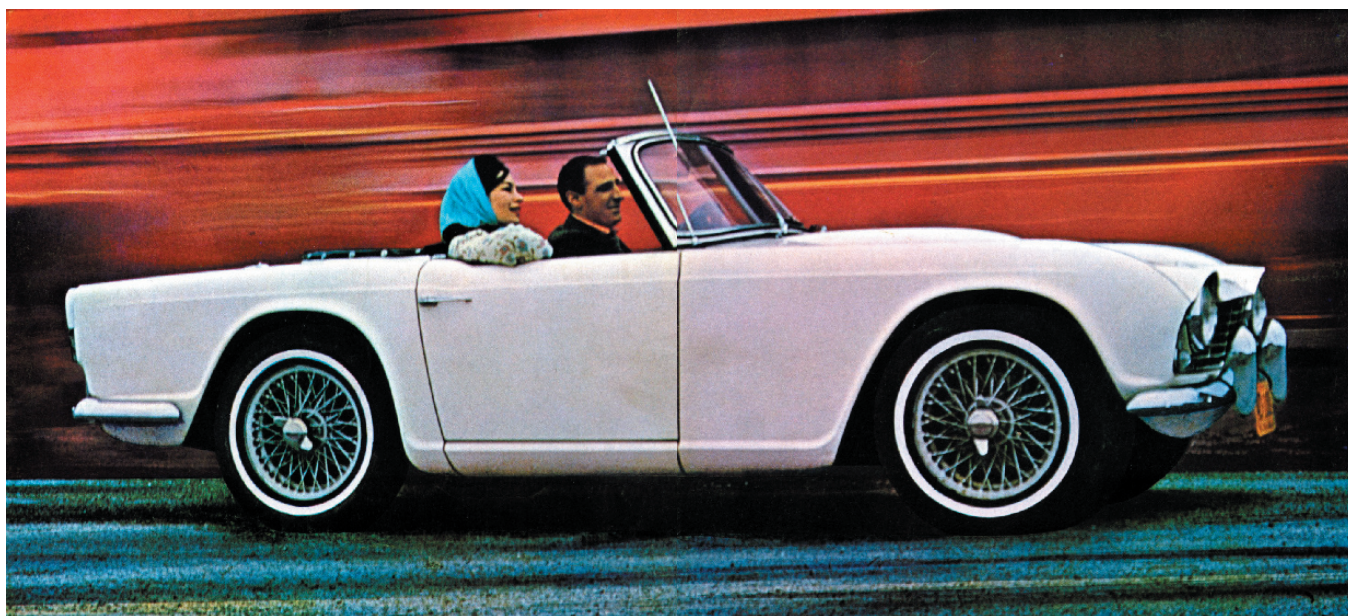


SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, 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. Be sure to store in a safe dry place. SNIC BRAAAPP has been known to spontaneously combust for no apparent reason.

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

**SNIC BRAAAPP is published monthly by: VIDataPrint LLC - 847/683-9683**





### 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](mailto:buja@insightbb.com)

### ONLINE ROSTER ACCESS INFO

**SNIC**  
**BRAAAPP**

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

## *THE REAR VIEW MIRROR*

JUNE 2007



*JEFF & JULIE LATHROP IN THEIR 1973 TR6 AT ROCK CUT STATE PARK IN 2006  
PHOTO BY SON ANDY LATHROP REFLECTED IN SON BOB'S 1970 SPITFIRE MIRROR*