



SNIC BRAAAPP

August 2007

Vol. VIII Issue No. 420, \$3.95 newsstand price

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

NEWSLETTER OF THE ILLINOIS SPORTS OWNER'S ASSOCIATION

DEDICATED TO THE ENJOYMENT AND PRESERVATION

OF TRIUMPH SPORTSCARS

CHICAGOLAND'S OLDEST AND MOST ACTIVE

TRIUMPH ENTHUSIASTS CLUB

NOW IN OUR FORTY-FIRST YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

TR FORE! ISOA GOLF OUTING

TEXT & GRAPHICS BY BOB "SUDS" STREEPY



that, once again, the rains came, thus dampening the course, if not the spirits of the dozen or so ISOA stalwarts who gathered at the Addison Park District Links and Tees Golf Facility for the first ever ISOA "TR Fore!" golf outing. Nevertheless, the ISOAers and, in some cases their friends, showed up for the starting tee time of ten o'clock on



continued on page 6

ALTHOUGH THE SUMMER OF HAS THUS FAR BEEN FAIRLY dry, the track record for ISOA outings has been rather "soggy" in 2007. The monsoon which nearly washed out the Spinal Tappets concert in Roselle earlier, repeated itself for the inaugural ISOA golf outing. The good news was that we had the golf course to ourselves; the bad news was



INSIDE YOUR AUGUST

SNIC BRAAAPP

TRA

Monthly Mumbings

Events of In "TR" est

*"Barristers for a Buck" at Sebring
Boots & Bonnets British Car Show*

Overdrive Tasting

Seeing Double DBs

"Classic" feds

Lots More Stuff



On arguably the nicest day of the year, your humble and obedient scribe and Lucille the Wonder Car [as in I wonder if anybody would give 20 cents on the dollar for what I've blown on this thing], accompanied by Frank Cartwright [TR7] and Jay Holekamp [TR4] made the relatively easy drive from the western burbs to Poplar Grove, just north of Belvidere, for the 9th annual Boots & Bonnets British Car Show. The venue for the show is on the grounds of the Vintage Wings & Wheels Museum adjacent to the airport. The property also includes a restored 1920s era Sunoco Gas Station and a 1930s prefab garage/showroom.

More than 125 cars were in attendance this year, and the organizers



provided a DJ to entertain the participants and spectators during the event. There were also some food purveyors, including an ice cream vendor who apparently was under the impression that Jack "Spuds" Billimack would be in attendance.

ISOA was well represented despite the fact that many of our "usual suspects" were bound for Valley Forge to attend the annual VTR convention. [A full report on VTR is scheduled for the next issue of SNIC BRAAAP.]



Among others, Barristers for a Buck Bob "Burnout Steele [MG TC] and his partner in law [if not in crime], Ed Mitchell [Morgan] were there along with Jack and Mary Lou Gleason [TR6], Jeff Lathrup [TR6], Mark "Guzzler" Moore [TR4A], Steve "Drippy" Yott [TR4A], Tom Morgan [TR6], Jim Doerring [TR4] represented ISOA, most of whom gathered under Frank's canopy to escape the sun's rays and shoot the breeze during the afternoon.



The car field included a Grace Kelly vintage Sunbeam, a Kaiser Darrin, and the customary Morris Garage offerings, along with lots of nice Healys and a sprinkling of Jags, both four-wheeled and two-legged.

The downside to this event over the years is the fact that airplanes and shade trees are not necessarily a symbiotic mix, and the typical July sun



usually makes sitting in the open space pretty toasty. Such was not the case this year as the temps stayed in the low 80's, making it an especially pleasant way to spend a Sunday afternoon. In case someone did want to seek shelter from the sun, the museum provided a most interesting alternative to looking at cars. The displays were updated from the previous year, and there were several vintage aircraft, cars, and even a WW II motorcycle to look at inside.



There were numerous door prizes, many of which were relatively valuable. The organizers did everything in their power to make the show enjoyable, including offering a ride in a vintage plane as one of the prizes in their raffle. All things considered, it was a most enjoyable way to spend a nice summer day.

Steeep

Snic Braaapp would like to express its appreciation to Melanie Anderson of Kiss Studios in Rockford for the gracious use of the graphics that appear in this article. To view all 1500 images from the show, click on www.KISSstudio.net.



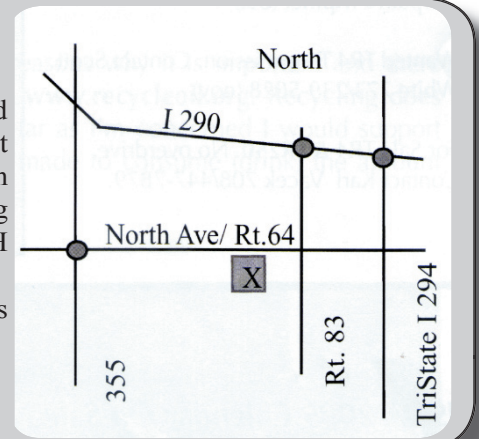


ILLINOIS SPORTS OWNERS ASSOCIATION

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

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

EVERYONE IS WELCOME TO ATTEND THE BOARD MEETINGS.



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
Aug	5th	Sun.		Vintage Transportation Extravaganza, Illinois Railway Museum Union, Il. Ph. Jack Billimack (815) 4594721 for details
			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
	19th	Sun.		Orphan Car Show, North Aurora - (815) 469-2936
	24th	Fri.		Import Night - Downers Grove Cruise Night
	26th	Sun.		Classic Car Show, Milk Pail Restaurant, East Dundee, IL -Ph. (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, Morrairie Valley Community College
	20-3			Six Pack TRials, Hershey, PA
	21-3			Indianapolis British Motor Days
	23rd	Sun.	9:00AM	Cantigny Car Show
	29-30			Lake Geneva Rally & Poker Run
Oct.	6-7			America's British Reliability Run, Janesville, WI - bdischer@blakedischer.com
	7th		7:00 PM	ISOA General Membership Meeting [Board 4:30]
	18-20			Southeastern Regional Convention Jekyll Island, Georgia; http://www.sevtr.org/
Nov.	4th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
Dec.	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]

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 author's and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. This periodical has been found to cause excessive flatulence in laboratory animals.

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

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



A LITTLE BS FROM BS



NEWS AND VIEWS FROM THE BUSTED KNUCKLE GARAGE

Ed. Note: the following is a monthly mumbling from a couple of years ago that we had a request to reprint, [and cutting and pasting was easier than coming up with new material.]

I love car shows. Take last week, when me and my street rodder pal Vinnie “The Ratchet” are kickin’ back at the local cruise night an’ Vinnie says, for the umpteenth time, “So tell me again how come you got this Triumph when you coulda had a nice Camaro or Chevelle instead.” He is referring, of course, to my TR6 Lucille [aka Loose Seal], the wonder car [as in, “I wonder if I could get 20 cents on the dollar for what I have tied up in this thing?”]. Needless to say, “The Ratchet” is an aficionado of American vehicles of the muscular persuasion.

“Onacounta,” says I, “there’s more to drivin’ than just straight line pedal to metal burnouts. Besides, I like the looks of the old girl, on top of which, I got so much dough tied up in this thing now that I’d lose my ass if I tried to sell it to get a bow tie muscle car.”

Before we could continue our debate, which always ends pretty much the same way, [i.e.: “You coulda had a nice Chevelle”], a couple of guys come strolling through the parking lot lookin’

at each car like they was checking ‘em out for Pebble Beach. The one guy, sorta like the alpha male, is tryin’ to show off for his buddy how much he knows about every car in the lot. He’s wearin’ a polo shirt with little crossed flags, a dead giveaway [if the sweater draped around his back with the sleeves tied across his chest wasn’t enough already], and he’s pontificatin’ about antiques, classics, kit cars, sportscars, muscle cars, street rods, sport utes, half tracks, etc. like he’s an authority on each and every one of ‘em.

A coupla spaces down from us we hear him spoutin’ off about this really nice, bone stock ‘65 Mustang whose original owner is within earshot, “This car should have torx fine threads around the bumper bezels instead of Phillips, and the top only has twenty stitches per inch instead of the original twenty-two.” The other guy nods, as if to provide affirmation for Alpha’s wisdom.

Then they decide to critique a freshly restored ‘55 Chevy. “The batwing decal should actually be three centimeters more away from the wingnut and the muffler bearings are off ninety degrees.”

Now they’re getting’ close to Vinnie’s ‘39 Ford hot rod. Suffice to say, unlike the Carpenter of Nazareth, Vinnie doesn’t suffer fools gladly. They stroll up to Vinnie’s car and begin to assess it, apparently unaware that Vinnie once did time for assault and battery on a bar patron who had the audacity to attempt to occupy Vinnie’s favorite stool while Vinnie was temporarily “engaged” in the parking lot with Angie, “Peanut Butter Legs,” [smooth and creamy and easy to spread] Saladina. “This is pretty nice, but...,” at which point “The Ratchet” set down his beer [a warning sign if there ever was one] and begins to fondle a tire

iron.

“But what, numb nuts?” says Vinnie, dispensing with the generally agreed upon social graces associated with introducing oneself to perfect strangers.

“But, but,...” stammers Alpha, “. . .but, butterscotch; is that the name of the color you used on the stitching of the floor mats?”

“Nah,” says Vinnie, “That’s called baby puke Yellow.”

“Oh,” says Alpha, “Mea Culpa.”

“Whaddya say to me?” says Vinnie, becoming pronouncedly more animated, as demonstrated by the menacing way in which he was brandishing the tire iron, nearly causing the cigarettes to fall from his t-shirt sleeve.

“Nothing, nothing at all,” babbles Alpha as he and his buddy start to make haste towards a portion of the lot where they hope to find a more appreciative audience for their insights.

As they make their way back to their beige mini van, I hear the 2nd guy say to Alpha, “Did you notice that red MG back there [referring to **my TR6!**],



next to the street rod? The decal said it had a five speed. I didn’t know they came like that.”

“Oh yeah,” says Alpha, “I had one in college. Lots of the guys in my frat had ‘em.”

Like I said, I love car shows.

Streep

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 \$30.00. (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



MOORE ON THE MARQUE
BY MARK MOORE

Greetings -
As I sit down to write this column for the August newsletter, I realize that it's for the August newsletter. It seems like I was just getting the car out of moth balls, and the summer is almost half over. By the time that this award winning publication hits your door step, the 07 VTR will be in the history book.



It seems like I was just getting the car out of moth balls, and the summer is almost half over. By the time that this award winning publication hits your door step,

once a week or so. I pledge here and now to commit to more time behind the wheel of Ol'Blue.

I've decided to creatively name my cars Ol'Yeller and Ol'Blue. The inspiration for this stroke of genius stems from the fact that, when I tell friends that I going somewhere in the TR6 for the weekend, their first question is often is that the yellow one or the blue one? Ol'Blue is going to have to handle all the driving duties the rest of this year because Ol'Yeller currently is scattered about the garage in various boxes.

It's hard to see an old friend in this condition. Now, I am not squeamish when it comes to Triumph guts. I've cut rusty old tubs in half with a Sawsall and thrown more than my share of sheet metal in the dumpster, but when it's a faithful companion of almost twenty years that's stripped bare it's a little harder to take. I know it's for the best and it will all be better soon, but right now I feel a little guilty for taking it apart.

After all, Ol'Yeller led an 80+

mph caravan to Auburn IN, last year and just last fall made it to Cleveland and back for the 6-Pack TRials. I've taken apart cars before, but never one that I had really been attached to like I am to my TR6. There's no tuning back now. Yesterday, Steve Yott and I dropped the tub off at the strip shop. In a few weeks it will be bare metal (with a fair amount of holes where the rust was). I'll keep you all posted as work progresses.



Til Later

Guzzler

Your ISOA newsletter was recently awarded a 2006 "Golden Quill" from the editors Old Cars Weekly Magazine. Thanks to all of the members who contributed text and/or graphics to SNIC BRAAAP to make this possible.



Streep





continued from page 1
Saturday morning, June 23rd, to participate in this new event.

Chief starter and event organizer Bruce Barnett had coordinated the details flawlessly, with the exception of the weather, which still did not prevent the outing.



Bruce, working closely with club pro, Chuck Sims, arranged for a best ball scramble to speed up play, and it is also

safe to say that there was little slow play in the steady drizzle, since no one was too inclined to line up his or her putts very methodically in the rain.



There were four Triumphs in the parking lot, despite the wet weather. Bruce [TR3], along with his playing partner, Steve Bailey [Spitfire], Mike Mueller [TR6], and your humble and obedient scribe [TR6] all drove in *Triumph*. In addition to the aforementioned, the ISOA contingent consisted of Terry Underhill, Joe Kaplon, Roman Hrynewycz, Jim Aldridge, and George Grumbos, although George, Mike and I did not actually “tee it up.” Mike volunteered to serve as chief parking lot patrolman (Toofus had decided to wear his special “Hello Ball” outfit in honor of the event) and George was nursing an injury that prevented him from playing, [although two of his friends filled in for him to help defray the costs].

Bruce held a brief player’s meeting around 10:30 and explained the rules to the players and then it was off to the first tee. The course is a nine-hole par 3 and some of the players actually broke par, although the best ball format tended

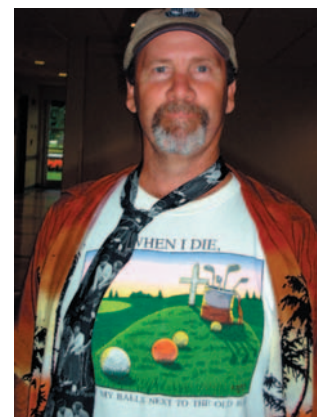


to make the scores a tad “unrealistic” in terms of the official PGA rules.

After about an hour or so on the course, the first twosome arrived in the clubhouse, soaked, but still thirsty. Since the entry fee entitled the players to a beverage or two of their choice, there was a brisk business at the beer window as more of our group came in from the ele-



ments. The facility provided chips and a sandwich as part of the package price, so



after everyone had a chance to tally their scores, it was time for lunch.

Following the meal break, Bruce awarded

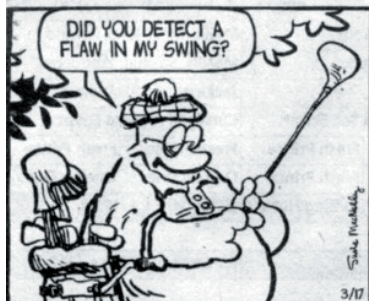


prizes to the winners of the competition, although, truth be told, just about everybody got a prize for just showing up on such a waterlogged day.

Even though the elements seemed to conspire against us, all who attended judged the event an overwhelming success, and the consensus was that it will be repeated in 2008, although, we hope, under drier conditions.

Stoop

SHOE





TRA 2007

BY LARS "GEYSER" SULLIVAN



of the 2007 TRA Convention and located on the shore of Lake Seneca, about 3 pm. One of the parking lots had been reserved for LBCs and this would be the location of the Participant's Choice and Concours d'Elegance on Thursday morning. By nightfall, about 30 of the expected 60 cars graced the parking lot, and many of the people taking the walking path along the lake would make a detour to find out what was happening.

Wednesday morning started with a 10 mile breakfast run under sunny skies. About 10 am, about 30 cars left for Watkins Glen at the far end of the lake. After signing the waivers, we were allowed onto the property and lined up the cars for three laps around the track. Unlike the lunch-time tours at Road America, no passing was allowed. Fortunately, yours truly and my passenger, Greg, were second in line after the pace car. After the first half lap, no cars were visible behind us, and we were keeping a comfortable distance from the pace car. Laps were 3.4 miles each with a maximum elevation change of 115 feet. Lunch was served at the race track, followed by a leisurely tour of the roads which were used for the original road races held from 1948-1953 and the Watkins Glen Track Museum. By this time, everyone had broken into smaller groups, and we made our different ways back to the hotel to clean up the cars for the next morning's events.

Thursday morning was cool and overcast, with hints of impending rain. Gradually, the skies cleared and the cars were moved to their assigned spots. About 20 cars were signed up for Concourse, with most of the rest in Participant's Choice. A couple TR6s were in the audience, with a special guest appearance by a beautiful, black 1954 Swallow Doretti. TS1 was also there and it



was good to see that it was being driven. Most of the cars were from New York and Ohio, with a good representation from Pennsylvania, Michigan, and Ontario. Illinois and Missouri were represented by one each.

The awards banquet wasn't until Friday night, but Best in Show went to an Ice Blue TR2 with red interior from Michigan. A red, late TR3 won its class, with EDBDBB coming in a distant 2nd (out of 2), and Greg's TR3A took first in class. There were no TR3Bs, and I apologize for not remembering who won for 4 and 4A. The day wrapped up with a barbeque at the American Legion Post.



That afternoon a caravan made its way to the south end of Keuka Lake to visit a couple of wineries. The weather was beautiful, the roads were nice, and the traffic was light. Who could ask for more. This pattern of drive a while, taste some wine, drive back to the hotel, would become familiar over the next few days. Friday was a big day with the additional tours of the Corning Glass/Remington Museum and the Glen Curtis Museum.

At the Awards Banquet on Friday evening, it was announced that the 2008 TRA convention would be held near Sandusky, Ohio, on the shore of Lake Erie.

Although the convention would last into Sunday, our caravan left on Saturday morning, joined by Steve and his wife in their red TR3A. They had won the "longest distance" award by taking a round-about trip from Michigan via southern Pennsylvania. The trip back took the toll-way to Buffalo, and then the same roads back across Ontario. Sunday morning, I left Windsor early (still a half-hour at the border) and took I-94 across Michigan. This route did not seem any faster and was certainly less interesting than US 12. There were no delays between Gary and I-80, so I was home before 2 pm with 1773 fresh miles on the odometer.

One quart of oil - \$1.59
65 gallons of premium gas - \$208.
Hotel - \$500.

Seven days with the top down and no mechanical problems - priceless!

Monday morning, June 11, pre-dawned partly cloudy and not too cold. With the trip odometer reading 0147, EDBDBB and I headed toward I-294 South at about 0500. Traffic was light, and there were no delays around the south end of Lake Michigan. Thank the stars for open road tolling. Just inside Michigan, we left I-94 for Old US 12 and a leisurely drive across the southern part of the state. We passed through little towns with familiar names, like Union, Sturgis, Moscow and Clinton.

It was somewhere around Coldwater that I saw a sign, "Lucas Works - Attorney". As I drove past, I thought about going back for a picture. I could add some text like, "Lucas sometimes works" with an arrow pointing toward the Triumph, or "Bad Lucas - Worse Lucas." The reader could add his/her own arrows, depending upon his or her opinion of lawyers.

Just after noon, we drove across the Ambassador Bridge between Detroit and Windsor, Ontario. I had made arrangements to stay with Greg Walker (white TR3A) in Windsor and caravan across Ontario with Roger and Judy, who were trailering their just finished black TR3A to the convention. 310 miles down with none of the problems that plagued the trip to/from Mid-Ohio a few years ago.

The first 100 miles the next morning were on a divided highway, but we eventually turned off onto Highway 3. Except for the towns and periodic slower traffic, our speed was nearly the same as on the freeway. There was one detour of a couple miles on a gravel road before we crossed into New York at Buffalo. The final leg of the trip out to Geneva was on US 20, not so many curves, but at least there was some up and down.

We pulled into the Ramada Inn, host



A TRIUMPH TRIP WITH A CHANGE OF PLANS,

BY JAY 'CANNONBALL' HOLEKAMP

The early Saturday morning neighborhood was very quiet when I rolled my '64 Triumph TR4 out of the garage, took off the top, and snapped on the tonneau cover. At 6:55 AM, I heard Frank Cartwright's almost NOS Triumph TR7 coming down the street. We left Wheaton, IL, at the stroke of 7:00 AM and drove the two TRs via the blue highways to Rockton, had breakfast, and arrived at Blackhawk Farms Raceway just after 9:00 AM. After waiting a very short time to cross the track into the infield and paddock area, we met my brother, Harry, who had driven his '68 TR250 from his home in Middleton, WI, at our usual spot along the fence between the start/finish line and turn 1. Frank's rain/sun fly was put up, and we settled in to watch the vintage racers qualifying for the VSCDA Vintage Classic.

Irv 'Elwood' Korey and son stopped by to say hello, and just before noon the ISOA main convoy arrived, complete with overnight camping gear and rations. We walked around the paddock area, over to the ISOA laager, and enjoyed watching the practice races. As always, I especially enjoyed watching the two 'Uncle Jack Racing' TR4s, Jack and Tony Drews, and they were in fine form again this year. We left Blackhawk around 2:30 PM and Frank, Harry and I drove the three TRs to Harry's home in Middleton. After a classic Wisconsin Wurst Fry, we had an early evening brought on by the day's bright sun, top down driving and the abundant food and drink. An excellent day!

The next morning, Sunday, 17 June, we drove over toward Milwaukee to Sussex to attend the British Car Field Day at an old quarry, now Sussex Village Park. The weather was threatening thunderstorms (fortunately the storms all went around Sussex), but the turnout was very good, in dramatic contrast to last year when the nonstop rain kept almost everyone away. From my very

biased point of view, the highlight of the field day was the never before seen number of TR4s, TR4As, TR250s, and even an authentic TR5! There were a total of fourteen of these much related TRs, and a second row had to be established. Each year more and more of these 1960's TRs appear. The Sussex Field Day wound up at midafternoon. Frank departed to Chicago, and Harry and I went back to Middleton. Harry's wife had prepared a spectacular Father's Day dinner, and we enjoyed the family visit.

On Monday morning we set out from Middleton with my TR4 and Harry's TR250 to make our traditional summer tour. About 10 miles out, Harry stopped and mentioned his TR250 was sometimes losing power when he accelerated at speed. He first noticed this intermittent problem on the drive back from Sussex, the day before. We drove back to his garage and traded the TR250 for his '71 TR6 and set out again. We traveled westward (downstream) along the Wisconsin River. It was a fine top down morning, and the cow manure smells of the frequent dairy barns brought back fond memories of driving my TR4 in rural W. Germany forty years ago, where farmers spread liquid manure on their fields as fertilizer.

Just short of Prairie du Chien, we used Grant County road C for about 15 miles – a pretty good sports car road with lots of bends and up and downs but with a somewhat rough, patched surface. I found that shifting between 2nd and overdrive 2nd was the way to keep the torque up on most of this stretch of road. Even with the rough pavement, I couldn't help but think of last October's drive over US Highway 129 from North Carolina into Tennessee [The Tail of the Dragon]. We crossed over the Wisconsin River, stopped at a family restaurant in Prairie du Chien for lunch and proceeded up the east side of the Mississippi River along WI Highway 35 [Great River Road – National Scenic Byway] on into La Crosse. The road along the Wisconsin side of the Mississippi River was very a pleasant drive. The road was often elevated above the

river, with bluffs to the east and long views across the river to the west.

There was a small town every five miles or so, and as we went north, the feel of my clutch started to change. By the time we got to Nelson, an increasingly evil sounding noise was being made by what could only be the clutch release bearing. At Nelson, seeing a dark cloud to the north, Harry prudently put up his top – I decided to risk it, since erecting the top on a TR4 is not a small decision and it was summer. A few miles north of Nelson we drove into a fierce thunderstorm with drenching rain, plus crashing thunder and lightning. Almost instantly I was as wet as it was possible to be, so there was really only one thing to do – motor on. Before very long we drove out of the fast moving storm and went on to River Falls in the clear. The throw-out bearing noise was serious and clutch operation was poor by the time we reached the reserved motel on the north side of River Falls, but the TR4 was still operative. It was time to decide how to deal with this obvious problem. First, we decided our planned trip was not going to be possible. Harry called and cancelled the lodging reservations.

It was about 3:30 PM and the only chance I could think of to get the needed parts the next day was from Victoria British or Moss Motors since The Roadster Factory has a morning UPS pick up only. I called Peter at World Wide Auto Parts (a Moss dealer) in Madison and ordered a clutch release bearing and bearing carrier sleeve for pickup the next morning. In a moment, Peter called back and said Moss had suspended supplying TR2-4 clutch release bearings due to the poor quality of their available bearings. No problem – I called my wife and asked her to hurry over to FEDEX with a NOS throw-out bearing that I had in my garage in Wheaton, and ship it overnight to Harry's house.

The plan to get the TR4 to Harry's garage was simple. We were at I-94, just east of St Paul, MN. I hoped to drive the 260 miles to the north side of Madison on a full tank of gasoline,



without using the clutch. Even if the clutch didn't function after I left I-90 near Madison to go around to Middleton, we would be within reasonable towing distance of Harry's garage. Who knew? It might even go all the way.

We got a late start on Tuesday morning, topped up both fuel tanks at a BP station next to the motel, and started toward Madison. I managed to go up through the gears and get to overdrive 4th, east bound on I-94. I didn't stop until I reached the Lodi exit on I-90, north of Madison, the planned rendezvous point. When Harry arrived, we gingerly drove around to Middleton using a rural route, trying to minimize any clutch use. Without a lot of trouble, just a lot of nasty bearing self-destruction noise, I drove the TR4 on to Harry's home garage, arriving about 2:30 PM. What a relief!

The FEDEX package from my wife was at Harry's house and contained the NOS throwout bearing already pressed on a cast iron sleeve. I called Peter at World Wide and the parts ordered from Moss were at his shop. We drove over to World Wide, and discovered the bearing from my garage was pressed onto a totally different carrier sleeve than the brass sleeve from Moss. Peter had a TR3 gearbox in the back of his place and the Moss sleeve proved correct. This was a problem since we

didn't have any way to remove the incorrect sleeve from the clutch release bearing. Peter suggested we check with the Motion Industries bearing and drive shop nearby, and the counter man thought he could match the NOS bearing (marked, 'Green CB1087 - made in USA'), but, by now, it was 5:00 PM so we would have to wait until the next day. We returned to Harry's home, and I called the local NAPA store. NAPA listed no clutch parts for a TR4 but did find a cross reference to clutch release bearing CB1087 - NAPA part N1087. NAPA had three in their Milwaukee warehouse and could have one in Madison early afternoon the next day. I ordered it. I started disassembling the interior on my TR4 to get at the clutch release bearing, but only got as far as removing the seats. Harry and I both had had enough Triumph fun for one day.

The next morning (Wednesday) we removed the gearbox/overdrive, and when we lifted and tilted the GBX/OD a shower of ball bearings fell out and ran all over the garage floor - the remains of the failed clutch release bearing. It was amazing that I traveled from River Falls to Middleton - TRs are tough. When we inspected the clutch cover (pressure plate), one operating lever was abnormally severely worn - caused no doubt by the failed bearing. Now we needed a clutch cover! I again called my wife

and asked her to FEDEX a rebuilt clutch pressure plate and new friction disc from my home supply of spare parts. We picked up the bearing at NAPA (marked, 'made in USA, supplied by SKF, Elgin, IL 60123') and pressed it onto the Moss sleeve. This was a very nice bearing, with a much better feel and appearance than the NOS Green CB1087 and recent bearings I've seen from TRF, VB & Moss. I think the NAPA N1087 SKF release bearing will be superior to the 'no name' bearings usually available from TRF, VB & Moss - although Moss doesn't even have one they are willing to sell at the moment. My failed bearing only went about 15,000 miles, and it will be added to my ever growing 'parts hall of shame'.

On Thursday morning, FEDEX delivered my pressure plate and friction disc at 10:00 AM. By 2:00 PM the TR4 was back together, tested, and down from the jack stands. I washed up, ate a quick lunch, and with the top up, drove home through several thunderstorms and end-of-day traffic near Chicago. The car ran great! The trip odometer indicated 1,048 miles when I got home. The 2007 summer TRip didn't go quite as planned, but it wasn't boring, - and I learned a lot about TR clutch release bearings. As the Chinese say, "May you live in interesting times."

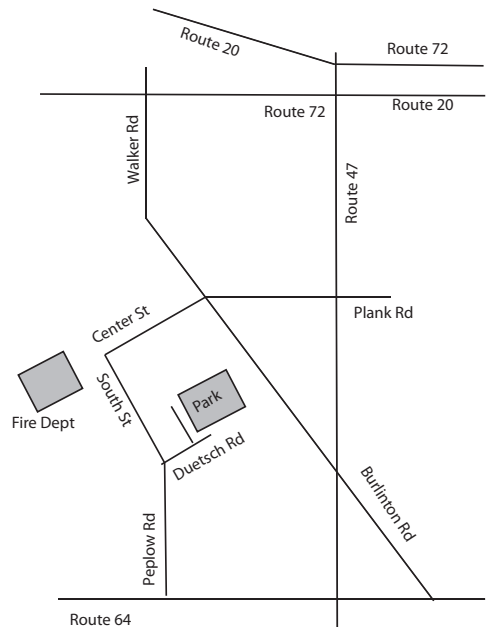
Cannonball

ISOA Turnabout Drive/Picnic Saturday, September 1st

Make plans to attend the second annual ISOA turnabout picnic. Take a pleasant drive out to Burlington and enjoy a burger, or brat, along with a soft drink on ISOA. Just bring a dish [hors d'oevre, meal compliment, or dessert] along with your own utensils.

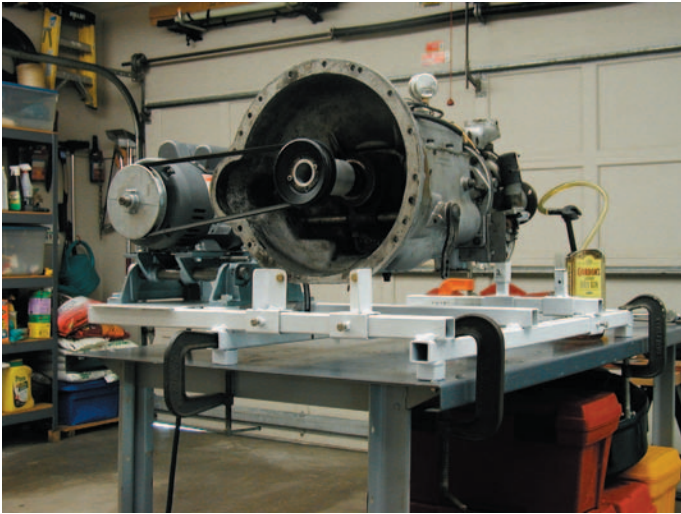
Starting time will be noonish and will continue until we run out of food. There are real bathrooms and a pavilion, so the party will be on rain or shine.

There will be a sign up sheet at the august meeting. For further info, call 847/683-4184 or e-mail stagfire6573@foxvalley.net.





OVERDRIVE TESTING [TASTING?]
 TEXT & GRAPHICS BY
 DAVE "STUMPY JOE" KAYSON



At this year's transmission clinic, Jay "Cannonball" Holekamp, brought a pulley that he had devised to work on the input shaft of a TR transmission to be used in conjunction with one of the transmission testers at the clinic. Pete Ballard's company was asking that each of the employees learn to weld...and they each needed a project. Well, Pete welded a frame for testing transmissions that is built to withstand hurricane strength force out of 1" square tubing.

Pete presented it to Jay. Jay proceeded to find an electric motor and crank sliding adjuster (where else but eBay?), and added those items to the stand, and came up with a sleeve to fit Pete's MG overdrive tans. Knowing that I had just acquired an A type O/D from "Elwood," he invited me over to try the tester.

We removed the brass plug, cleaned the screen and magnet, and filled the trans with 30 weight non detergent motor oil. As you can tell by the photo, the addition of some left over Gordons probably helped lubricate as well. Had it been a Jaguar trans, we would have had to find a Grey Goose container.

Jay had the metal examining table set up in the middle of his garage, by the way which is spotless enough to

do surgery. We hoisted the A-type on the tester. By the way, Pete had the foresight to make two different end mount stand heights and then adjustments on those.

Using one of Jay's pressure gauges, which he sells on eBay, we removed the pressure valve plug, spring, ball and plunger. You reinsert the spring, ball, and plunger into the gauge base and screw the gauge into the trans. Put the trans into 4th gear.

Elwood's trans ran at about 380 pounds of pressure. The book calls for 400, but 380 seemed

good to Jay and me. We then activated the solenoid lever, by hand. One could hear the o/d engage and see the change on the pressure gauge...but did it really work? Jay had a hand held rpm gauge and put that on the output shaft,

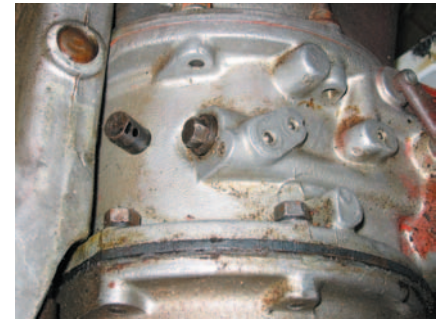


and, yes indeed, the overdrive did work. We pronounced Elwood's O/D sound and added it to the transplant donor list for the Stumpy Joe TR herd currently in pasture in central Missouri.

I then loaded the trans tester into the van for a trip to Triumphant Restoration Museum and Hoop Snake Preservation in central Missouri. I had 4 transmissions I wanted to test: 1. An A-type OD that I obtained from Gizmo, 2. An A-type OD that I bought off eBay, 3. An A-type that was rebuilt at the transmission clinic a few years ago, and 4, a J-type that I

just obtained in a parts car I bought.

Using Jay's Trans Tester, Gizmo's trans tested about the same as Elwood's: 380-390 pounds of pressure and o/d engaging. The ISOA rebuild tested at 400 pounds and the o/d engaged. The plug was bugged up on the eBay trans,



so I couldn't connect the gauge. [When on the tester it would kick the breaker on the motor when I engaged the o/d. At the very least, it needs a good cleaning, if not a rebuild.] Three of the 4 A-types are ready for transplantation, too bad the rest of the car isn't. I never got to the J-type.

My conclusions are the working used overdrives have a pretty dramatic shift when engaging the o/d. The rebuilt trans is much smoother. The Trans Tester can be used to not only test the overdrive, but also to adjust the solenoid and shift through the gears (without the flywheel attached it shifts really easily.) So thanks to Pete Ballard, Jay Holekamp, Elwood, and Gizmo, I'm sitting pretty with early overdrives.



Stumpy Joe

SEEING DOUBLE DBS

BY PETER "MAESTRO" CONOVER



Having finished the restoration of an Austin Healey in 2003, I was ready for my next project. I had become enamored with Aston Martins and started looking for a DB MkIII. While I prefer the drophead, I had decided long ago that I would settle for a coupe. Of course, although the coupes are more plentiful, it wasn't as if there had been dozens available in the time that I had been looking. However, in the fall of 2005, three different coupes amazingly became available within a few weeks. The first was in California, the second in Italy, and a third one in Ohio.



As the one in Ohio was most promising, as well as most accessible from Chicago, I went to see it, and bought it on the spot. After bringing the car to Illinois, I soon realized how much of it was missing. Although I had known that it had no interior (the seats were missing completely) and that it had been hit in the rear, it was only after closer inspection that I found out just how many of the sub-frame pieces were gone. The more I got into it, the more I felt I should have something on which to model the reconstruction.

Feeling a bit of buyer's remorse, and thinking I might have been better off

with one of the other cars, Kevin Kay, an Aston restoration specialist who had been advising me, suggested that I get the California car that I had been considering earlier in addition to the one I already had. After the initial shock wore off, what he had to say made sense: "First, you could use an unmolested example by which to build your car. You are going to have a lot of fabrication to do in that rear area. Second, the MkIII is a rare and sought-after car, and you could sell it when you are done for good money."



We found out it was still available, and snatched it up, as has been previously reported in SNIC-BRAAAPP. As it turns out, they are very similar cars: In addition to both being early MkIIIs (with small TR-3 style taillights), according to the factory build sheets, they were both originally black cars with red interiors. The big difference was that one now had no interior but intact mechanicals, while the other had a complete (albeit shoddy) interior and the mechanicals apart.

Mark Baker, at Sport & Specialty in Durand, IL, who helped me with my Healey restoration and was going to do much of the body work on my Aston, thought it was a great idea. He felt having two cars next to each other would answer



a lot of questions that would arise during restoration. The two cars have now been together at Mark's shop since April 2006.



Many people have asked me if I am going to make just one car out of the two. Not only do I feel that would be a disservice to this rare model, but I am counting on the proceeds from the sale of the second car to offset some of my expenses on the first. However, shortly after the two cars met up with each other, they were joined by the body skin of yet a third early DB MkIII that Kevin Kay had. Considering the fact that there were only 100 of the early style cars made, it's amazing to think that 3 of them (or at least the bodies of 3) are all now in the same place. Although we originally thought we would use just portions of this skin, we soon decided that this body skin and especially its sub-frame was in better shape and are using it for our restoration. Even so, this third body tub had a portion of the left rear skin missing, roughly cut away in some inexplicable pattern. Once again, Kevin came to the rescue by recalling having seen a section of MkIII body skin at Ken Boyd's shop, Aston Martin Services in Needles, CA. An e-mailed photo confirmed that the loose skin was indeed a portion of the missing section. It was soon dispatched to Mark Baker's shop where it was rejoined with its long lost derivation.

AM300/3/1380 is now completely dismantled, with body and engine work proceeding, while AM300/3/1391 is standing proudly to the side.





2ND ANNUAL BARRISTERS FOR A BUCK IN SEBRING



BARRISTERS FOR A BUCK

We'll fight for you! (Actually we probably won't, but we might get mildly upset on your behalf if the price is right.)

Another year had come and gone, and it was time for fellow barrister Ed Mitchell (TR6) & myself (2 TR-8's & a Stag et el.) to head down to the 12 hour race and insanity of Sebring on March 16-18, 2007

We drove down in my less than British 96 Olds LSS. It's a big, comfortable road car, and has a supercharger (which is used for safety purposes in passing only).

We also had Ed's portable Global positioning system (GPS) which could be window mounted. The GPS initially had some shrew voice named Jill bitching at us because we

missed a few turns (I didn't notice for the first 500 miles because it sounded like a old girlfriend). We then found we had the option to set it on a female British voice (named Emily) which was far more pleasant. The only minor problem was she was programmed for British cars and occasionally would say things like, "excuse me, I think your car is on fire."

On Friday we headed for the time trials. Unfortunately, a monsoon-like rain hit [or as a Floridians call them if not accompanied by 14Q MPH winds, "A non-hurricane."]



Sebring satellite offices of BARRISTERS FOR A BUCK

The Porsche Paddock area now became the Porsche Piddle Park. The custodian of the Park Area didn't seem to find it amusing when I asked if this was the parking for the Amphicars.

Saturday was the 12-hour

race with great weather, over priced race paraphernalia, nutty people, loud cars and the ubiquitous bad food. My favorite time at this particular race is when it gets dark and you can see the cars coming down the straight way at around 175 mph then hitting their brakes. This causes the rotors to glow a shade of brilliant red, very similar to Denny Cappelto's TR-3 drums with the emergency brake on.

Sebring in March may be a continuing tradition especially if the Florida real estate market continues. (Anyone looking to buy a condo?) Look me up in February 2008 if you'd like to come next year.

Bob "Burnout" Steele

DISCLAIMER

This article is the exclusive property of BARRISTERS FOR A BUCK. Reproduction of all or even one word (including the word "the") will result in legal action. We're serious and we'll take your damn Triumphs! Even the whole Phil the Factor collection. Wait a minute: Phil the Factor is using the "the" word in his name. OK Phil, load your Triumphs up and bring the titles with you to the next meeting. In fact, we'll sue the whole damn club. Wait another minute, we'll probably end up being the whole ISOA then. Which means we'd have to write the newsletter. OK, keep your damn Triumphs! [Editor's note: "Burnout Bob" was having a flash back and without admitting any liability he

ISOA TECHNICAL EXSPURTS

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





COMMON GARAGE TOOLS.

COURTESY OF JIM "SCREAMER" ALDRIDGE

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted airplane part you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new disk brake pads, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering an automobile upward off a hydraulic jack handle.

TWEEZERS: A tool for removing wood

splinters.

PHONE: Tool for calling your neighbors to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog poop off your boot.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps off in bolt holes you couldn't use anyway.

TWO-TON ENGINE HOIST: A tool for testing the tensile strength on everything you forgot to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large prybar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

AVIATION METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last over tightened 58 years ago by someone at ERCO, and neatly rounds off their heads. (for the non-aviation types see: <http://en.wikipedia.org/wiki/ERCO>)

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50¢ part.

HOSE CUTTER: A tool used to cut hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts.

SELF DARKENING WELDING HELMET: Makes everything dark for a few minutes after you forget to check to see if the timer has shut it off before you start your next weld. The white spots are pretty though.

WELDING GLOVES: Designed to catch hot sparks and carry them directly to your finger tips. Much like the Chinese finger torture they are easy to get on but the harder you try they wont come off.

9/16" WRENCH: Used to dull lawn mower blades. After dropping or throwing it into the yard and looking for hours unable to find it, the lawn mower finds it within the first 2 minutes of mowing, zings it across the yard at warp 9 and destroys the blade. Thats when you remember the blade is attached with a 9/16" bolt.

TEST LIGHT: Manufactured with a ground wire 2" too short to reach anything metal, a clip that is not quite big enough to clamp around the only metal surface near the wire you need to test and a tip just sharp enough to penetrate your skin but not the wire insulation.

ANGLE GRINDER: Used to throw sparks at you no matter what direction you point it.

AIR RATCHET: Tool strong enough to crush bone when it kicks back but not quite strong enough to remove a bolt or nut.

Last but definately not least is the.....

DAMMIT TOOL: Any handy tool that you grab and throw across the garage while yelling "DAMMIT" at the top of your lungs.



WORDSMITH'S RAPID DELIVERY

SUBMITTED BY ISOA CHIEF UK CORRESPONDENT

TONY BEADLE

When journalist and photographer Tony Beadle was fired from his post as Editor of *Triumph World* magazine after 12 years by the title's new owners, he was faced with a rather unusual dilemma: his 1962 Triumph Courier van had the magazine's name signwritten on both sides as it had been used as a promotional vehicle for the publication.

Not wanting to sell the van that he bought as an uncompleted project in 2004 and finished off, all at his own expense, 63-year-old Tony decided his only option was to get the sign-writing replaced. "As the magazine name had

been hand-painted on the side panels by a friend of mine, the easiest way to cover up the design was by getting a local sign manufacturing firm to produce two self-adhesive sheets cut to the correct shape with some new lettering," he explained.

As the photo shows, the van now bears the slogan 'TONY BEADLE – Purveyor of Automotive Words & Photos' on each side. "I got the idea for the wording from a story I remembered about Jimmy Edwards, a famous British radio and TV comedian of the '60s and '70s," Tony revealed. "He apparently had a Mini van with the words something like 'Jas. Edwards & Sons – Purveyors of Family Humour' displayed on either side, and I thought the phrase sounded appropriate for a classic vehicle like the Courier."

Those familiar with Triumph models might have noticed that Tony's van sports a quad-headlight Vitesse bonnet instead of the usual Herald style of front end. That's because the Courier is actually a bit of a hybrid Triumph and also has a 2-litre, six-cylinder Vitesse engine and running gear – thus ensuring a rapid delivery service!

Tony Beadle, 55 Howletts Lane, Ruislip. Middlesex HA4 7SA
Tel: 01895 630892

Ed Note: Tony continues to keep in touch with his many friends in ISOA as a recipient of Snic Braaapp.



HIGHLAND GAMES
BRITISH CAR SHOW

BY TIM "YACKER" SMITH

Saturday, June 16th, the Illinois Saint Andrew Society sponsored a car show as part of their weekend Highland Games & Scottish Festival. There were 19 cars at the show representing Austin Healy, Jaguars, Land Rover, Lotus, Morgan, MG, Mini's (new), American Motors (Austin) Metropolitan and, of course, Triumphs. One interesting car was a restored 1955 MG powered Lotus MK VI hill climb special with original documentation.

Best of Show went to a 1951 MG TD, and the 250 won in the Triumph class. This was a people's choice type format.

Triumph was represented by Tom and Pat Morgan with their beautiful one owner Mimosa 1976 TR-6, me with the jasmine yellow 1968 TR-250, and a non-ISOA member Tom Berger with a beautiful one owner 1974 Pimento Red TR-6. Tom has been to our web site, and I gave him one of our brochures and hopefully he will show up at a meeting soon.

The Highland Games were held at the Polo Grounds in Oakbrook. There was plenty to eat (Haggis included) and drink (water, soft drinks, beer and wine), as well as folk music and tradi-

tional Scottish dances. One exceptional seminar was held by the folks from Glen Morangie distillery on the finer points of single malt whiskey, with accompanying taste test. I found this so fascinating that I attended several times.

One discordant note was that the car show parking was next to the pipe & drum practice area. There were about 25 groups from throughout the Midwest that competed for top honors. While I like the pipes, after they warmed up all afternoon I found myself yearning for a simple quite Marilyn Manson tune.

Yacker



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



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 approximatly 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 than turn right on Route 64 (East) approximatly 5 miles to Speedway Entrance on North side of the road.

Admission:

Adults: \$12.00

Children: 6 thru 13 \$5.00

Under 6 FREE



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.



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



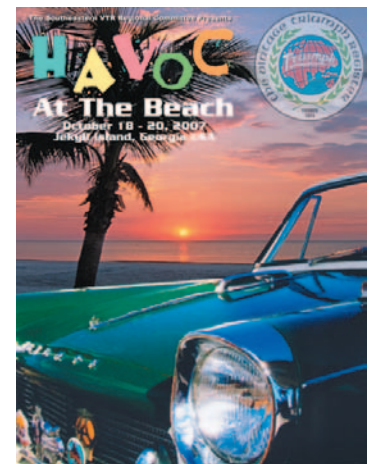
AUGUST 12TH



IMPORT NIGHT AUGUST 24TH



SUNDAY, SEPT. 16





Eighth Annual

Since 1959
The Milk Pail

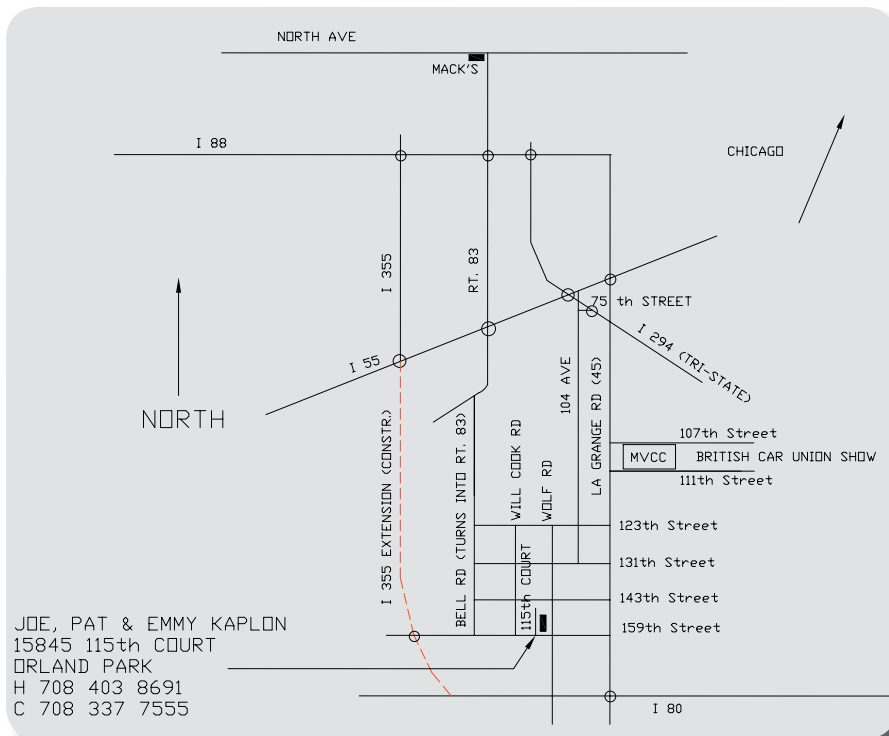
CLASSIC CAR SHOW
Sunday August 26

6-PACK™

TRials 07, Sept 20-23, Hershey, PA
Call Jeff Rust or Mark Moore for caravanning details

BRITISH CAR UNION
Presents the 21st Annual
BRITISH CAR FESTIVAL
Moraine Valley
Community College
Palos Hills, Illinois
September 9th, 2007
9:00am to 4:00pm
For information: <http://www.britishcarunion.com> • 630-773-4806

Following BCU, Joe Kaplon has again graciously invited club members to his home for a barbeque. Below is a map to his residence from Morraine Valley..



SNIC BRAAAPP has received word that at the Volo Museum Classic Car Show, held July 1st, Mel Merzon's 1800 Roadster won "1st Place" as the "Favorite Import." Congratulations to Mel and Jean on receiving this award.

DRIVING FOR CHARITY

2007

BRITISH RELIABILITY RUN

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

Made possible through the generous support of Little British Car Company (www.lbcarco.com) and Hagerly Insurance (www.hagerly.com).



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

Mark's Golden Pheasant extended its hospitality to nearly 50 Coventry irregulars, almost twenty of whom arrived *In Triumph*, to attend the July Monthly ISOA meeting on Sunday, July 1st. President Mark "Guzzler" Moore called things to [relative] order shortly after seven. Technically, there were no new members in attendance; however, Jeff Lathrop's son, Bob, was with us for the first time. Bob is also from Rockford and has a Spitfire and a TR 7. Mark kicked off the "Projects Updates" segment of the meeting by telling the group about the progress of his frame-off TR6 venture. Tim Buja described an alternator repair on his TR8 [failed diodes on a new unit] and teaching his daughter Megan how to operate a stick shift.

We then discussed recent events. Lars "Geyser" Sullivan described his trip to New York for the annual Triumph Register of American national convention, Steve Bailey spoke of the June golf outing, Mike "Toofus" Mueller described the spring campout at Black Hawk Farms, I mumbled a few things about the Wisconsin British Car Field Day in Sussex, and Tim "Yacker" Smith filled us in on the 2nd Highland Games car show in Oak Brook.

Next, Jack "Spuds" Billimack outlined some of the many upcoming events. Among other things, Jack mentioned the British Boots & Bonnets show in Poplar Grove, the Drive-In Movie Night, The Union Transportation Extravaganza, White Trash Night at the Sycamore Speedway, and the British Car Union show at Moraine Valley Community College in September. We also spoke about plans to attend VTR in Valley Forge. One caravan plans to leave on Sunday, July 15th, and take a northern route while another group will proceed in a southerly direction, leaving a little earlier. Joe "Stagmeister" Pawlak also mentioned that there would be a car show in Sycamore on July 28th.

Following a break, during which time many enjoyed a video slide show of recent events, Ernie Husmann mentioned that he was in need of a TR7 coupe headliner and parcel shelf, Jeff Lathrop said that his '73 TR6 was for sale, and Bob Lathrop, who decided to sell his TR7 moments earlier, offered his wedge to the crowd.

The monthly raffle was won by

Jim "Screamer" Aldridge, and then it was time for the ever-popular Peter M. Roberts/Boomer nominations. Your humble and obedient scribe nominated Bruce Barnett for organizing the "TR Fore!" golf outing; Mike Hands" Blonder nominated the soon departing Denny and Gloria Capetto for all of their contributions to ISOA over the years, Jeff Lathrop nominated Mark Moore for loaning/giving him a gear reduction starter in order to make the trip to Sussex, Ed Krakowiak nominated Frank Cartright for providing him with some R-12 refrigerant [and some Miller Lites while the AC was charging], and Roman Hrynewycz nominated Steve Yott for



helping repair a frame problem on Roman's TR6. The winners were Denny and Gloria, who declined possession of the coveted chalice, since they plan to take up residence in the far, far Western suburbs [Colorado] within the month. The Boomer was awarded to George Grumbos on behalf of the barmaid [and honorary member] for being a constant PITA, after which, nominations were closed. The



bent rim will be on display at Casa Grumbos for the next thirty days. Bob "Senile" Donile then reminded any who were still listening that he could duplicate Triumph keys.

Things broke up a little before nine. Begging your continued forbearance for any errors or omissions, I remain, your humble and obedient scribe-

Stoop



2007 ISOA
BOARD OF DIRECTORS

- President** Mark "Guzzler" Moore
815/397-3253
mrmtr6@sbcglobal.net
- Vice President** Mike "Toofus" Mueller
630/860-9118
greenjet3@aol.com
- Treasurer** Sheri "Big Mama" Pyle
630/773-4806
sherip@ix.comcast.net.
- Secretary/
Newsletter
Editor** Bob "Suds" Streepy
630/372-7565
trstreep@sbcglobal.net
- Events** Jack "Spuds" Billimack
815/459-4721
jbillimack@comcast.net.
- Membership/
Webmaster** Tim "Tool Man" Buja
815/332-3119
buja@insightbb.com
- Motorsports/
Curmudgeon** Irv "Elwood" Korey
847/831-2809
emanteno@comcast.net
- Regalia
Coordinator** Kim "Wacker Drive"
Jensen
815/729-9731
KimandBill76@sbcglobal.net
- BCU
Reps** Ken & Arlene Kendzy
847/825-8581
kakendzy@sbcglobalnet
- Technical
Coordinator/
Newsletter
Publisher** Joe "Stagmeister"
Pawlak
847/683-4184
stagfire@elnet.com



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

For Sale: 1974 TR6, carmine red with tan top and tan interior. Rebuilt engine in 1994, overdrive transmission and Michelin red line tires. The car runs very well and is well maintained. New dash [not installed in car] included. I have all receipts dating back to the early 1980s. \$9250 OBO. Call Ken Crowley at 815-262-8446 Cell [7/07]

For Sale: New Old Stock British Leyland tonneau cover for TR 4, 4A or 250. Has lift-the dots in front. White. Never used. Pair of fender mirrors for TR3. Like new. AM Mono switchable +/- Motorola radio. Bob Streepy. trstreep@sbcglobal.net PH 630/372-7565 [8/07]

Wanted: Triumph photos for anual ISOA calendar. Submit a color, high resolution digital graphic to Joe Pawlak, [stagfire@elnet.com] ASAP. If your picture is selected, you will receive a free 2008 ISOA calendar.

Wanted: Looking for a headliner and rear shelf (brown/tan) for a TR7 FHC. Ernie Husmann ehusmann53@yahoo.com [8/07]

For Sale: Rare 1949 Triumph 2000 Roadster and enclosed Trailer. 11,420.miles Luminar green, red leather interior, tan top. All manuals and tools.

Body-off, frame up restoration including:
 new ash frame, new floor boards, rebuilt engine, rebuilt transmission, new tires and brakes, and a solid, partially restored body. Also rebuilt springs, shocks, screen wipers and a major tune-up. Asking \$35,000 for the Roadster; \$4900 for the Trailer; Don Campbell (847) 251-8448 Cruakken@AOL.com [8/07]

Happy Birthday

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

- | | |
|----------------------|------------------------|
| Gary Revis 08/03 | Denny Smalley 08/18 |
| Glen Skrzypek 08/04 | Alan Boughton 08/18 |
| Greg Fantozzi 08/05 | Ken Kendzy 08/23 |
| Steve Yezo 08/08 | Terry Underhill 08/25 |
| Dennis Delap 08/10 | Arlene Kendzy on 08/27 |
| Michael Mitsch 08/11 | Chris Crosbie 08/27 |
| Dan Helgren 08/12 | Bob Lee 08/28 |
| Bob Denninger 08/13 | Bill Marscin 08/29 |
| Frank Dodaro 08/14 | Erik Quackenbush 08/30 |
| Jean Merzon 08/17 | Sandy Denninger 08/30 |

ISOA MEMBERSHIP COUNTS:
 # of memberships is 137; # of members is 198

Coming in your September

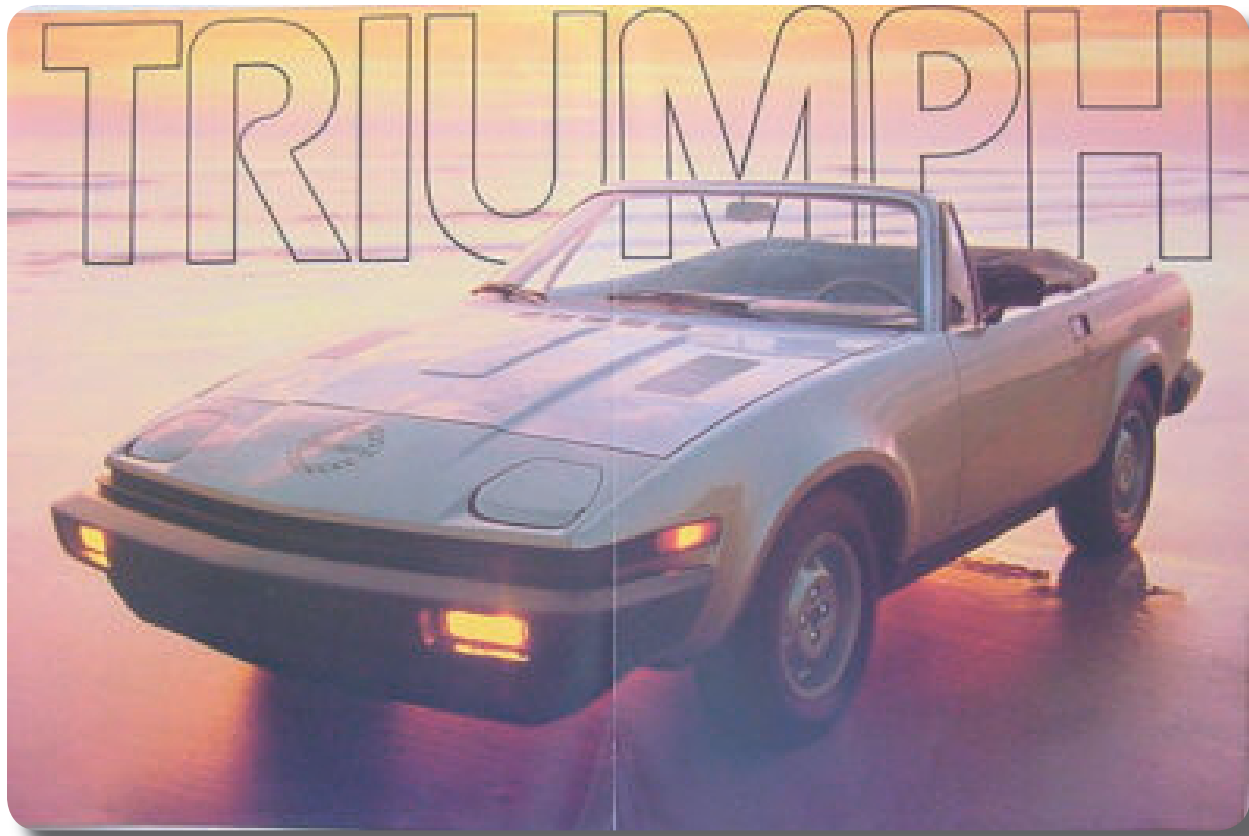
SNIC BRAAAPP

White Trash Nite III
 Movie Night
 Union Car Show
 Orphan Car Show
 VTR
 Heartland Show
 TR 2-4 Throwout Bearings

Lots more!

IN MEMORIAM
 ROBIN PENRICE 1942 -2007

*It is our sad duty to report that Robin Penrice died on June 27th. He had been not been well for some time and was diagnosed with termininal cancer three weeks before his passing. Robin was a regular contributor to **Triumph World**, and his "Memories of Coventry" was enjoyed by readers on both sides of the Atlantic.*



The fun-runner.

Not only does the Triumph Roadster Mark 2 give you the fun of an open top, it also gives you the security of a closed roof when you want it. The Triumph Roadster Mark 2 is the only car in the world that can be converted from a hard top to a soft top in under 10 minutes. You can have the best of both worlds - the fun of an open top and the security of a closed roof when you want it. The Triumph Roadster Mark 2 is the only car in the world that can be converted from a hard top to a soft top in under 10 minutes. You can have the best of both worlds - the fun of an open top and the security of a closed roof when you want it.



Bred at Le Mans

to put you safely ahead!

Triumph's incredible new GT6

DRIVER-DRAG PERFORMANCE WITH OVER 100 HP AND SAFETY
 The new Triumph GT6 is the most powerful and safest of its kind. It has a 100-hp engine, double front-end shock absorbers, and a 100-hp engine. The new Triumph GT6 is the most powerful and safest of its kind. It has a 100-hp engine, double front-end shock absorbers, and a 100-hp engine.



Detroit has never built a compact like this

Many believe the Triumph Sports 6 is the best of its kind. It has a 100-hp engine, double front-end shock absorbers, and a 100-hp engine. The new Triumph Sports 6 is the most powerful and safest of its kind. It has a 100-hp engine, double front-end shock absorbers, and a 100-hp engine.

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 editor@snic-braaapp.org

ONLINE ROSTER ACCESS INFO

SNIC
BRAAAPP

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

THE REAR VIEW MIRROR

AUGUST 2007



*JAY "CANNONBALL" HOLEKAMP IN HIS 1964 TR4
PHOTO TAKEN BY BOB STREEPY AT 2007 BOOTS & BONNETS BRITISH CAR SHOW*