



SNIC BRAAAPP

February 2008

Vol. II Issue No. 427, \$3.95 newsstand price

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

NEWSLETTER OF THE ILLINOIS SPORTS OWNERS 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

NEW YEAR’S DAY RALLY

TEXT BY KIM “LOWER WACKER” JENSEN, GRAPHICS BY JACK “SPUDS” BILLIMACK



After driving around the Loop & Michigan Ave. (with a side trip to Ann Sather’s at Clark & Belmont for some cinnamon rolls!), we gathered at Ed Debevic’s to turn in our *alphabetized* answers by 3 PM. Luckily no one from ISOA won because it’s not good to win...because the winners have to plan the next year’s rally!



The New Year greeted us with several inches of snow plus the first official car rally of the year – the Heroes Happy Holiday Hangover Hassle! ISOA was proudly represented by Jack & Barb Billimack, Mike & Diane Mueller, Pete & Denise Ballard, Tim & Sheila Mantel and Bill & Kim Jensen.

There were about 17 cars which met at the former Meigs’s Field (now Northerly Island) before noon and received a set of questions...well, not really! Rich Carroll, the Rally master, devised a new concept this year...we could really drive wherever we wanted, in order to identify the “Honorary Names of Streets, Drives, Ways, Corners, etc.” So not only did we have to find these Honorary Places, we also had to give the location and tell why that person was so honored!!! Maestro would have been proud that we identified S. Michigan Ave. at Adams as Honorary Sir George Solti Place in honor of the esteemed former conductor of the CSO! (That was probably the only one I got right!)



Our good friend from the Chicagoland Corvair Club, Larry Claypool, was the winner, and even though he groaned and demanded a recount, I’m sure next year’s event will be even more entertaining!

Lower Wacker

INSIDE YOUR FEBRUARY

SNIC BRAAAPP

Diff Clinic

Book Braaapp: Peter Egan’s “Leanings”

New Arrivals - The Alpha Stag comes to ISOA

Tony Beadle writes on TR Handling Annoyances

Flash Braaapp 1998

Spotlight on Spitfire Mk III

Letters to the Editurd

Lots More Stuff



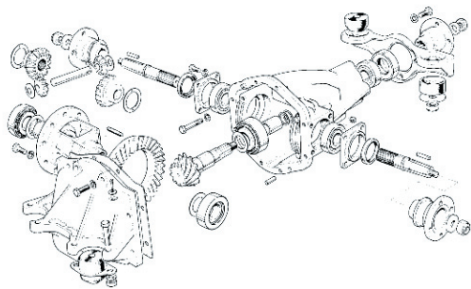
Tim with 1st place concours award at 2001 VTR in Breckenridge, CO.

Tim "Yacker" Smith 1947-2008

It is our most regrettable task to report the sudden and unexpected passing of long-time ISOA member Tim "Yacker" Smith. Tim suffered a fatal heart attack while clearing snow at his home in Naperville on New Year's Day. Tim and his beloved yellow TR 250 were a regular fixture at ISOA functions for many years. He served the club as the technical advisor for the TR 250 and was always among the first to offer help or suggestions to anyone with questions or problems with a Triumph. In the words of ISOA past president Joe Pawlak, "Tim was a good friend to many, an asset to the Triumph hobby, and one of our more endearing members who [helped make] ISOA the great group of ... people it is."

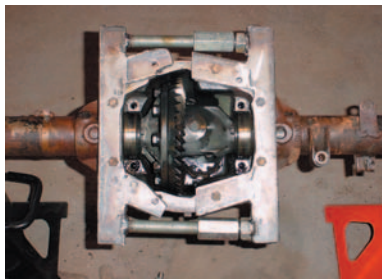
Tim is survived by his wife, Natalie, and son, Jason. Services have been held.

Diff Clinic



DIFF CLINIC

TEXT AND GRAPHICS BY
 JACK "SPUDS" BILLIMACK
 [AS TOLD TO BOB STREEPY]



inspected and examined. Any parts that were suspect were replaced and the diff was reassembled.

The group paused from its task for a while around midday to enjoy a tasty meal of barbecued pulled pork sandwiches and home made black bean soup prepared [exclusively with Kraft food products by Pat] from the kitchen of



On the coldest day of the year to date, [-5°] nearly 20 stalwart ISOAers from the four corners of the ISOA map [WI, IA, IN, IL] headed south, if not for the winter, at least for the day, on Saturday, January 19th, to Orland Park to take part in the first club clinic of

the year. The subject of the tech session was rear ends and the chief proctologist for the soiree was Dr. Joe "Stagmeister" Pawlak who set up a differential triage in the garage of Joe "Jelly Bean" Kaplon. The good Dr. demonstrated the subtleties of taking precise measurements of end float, etc. prior to dismantling a Triumph differential. Once the calculations were duly noted, the rear end was taken apart, and the various gears, seals, etc were



Casa Kaplon. Following the meal break, it was back to the garage to take on more wrenching. By the time late afternoon rolled around, several in attendance were the proud owners of overhauled rear ends. All those who witnessed the good doctor in action were also in possession of some newfound knowledge in the process of reconditioning a differential.



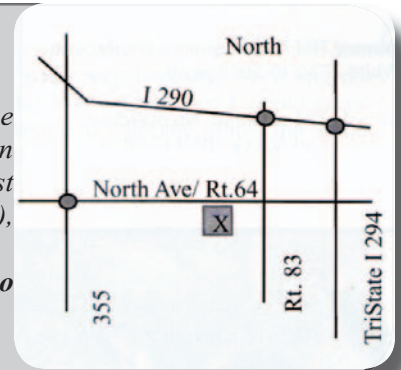
Spuds



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, have a beer, and share some TRIUMPH BS with your fellow enthusiasts.

The Board of Directors meets the first Sunday of every month, **Everyone is welcome to attend the Board meetings.**



ISOA EVENTS OF INTREST

Month	Date	Day	Time	Event
Feb.	10th*	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	16th	Sat.	8:00 AM	Transmission Clinic - Pyle's 320 N. Linden, Itasca, 630/773-4806
	23rd	Sat.	3:00 PM	Bowling Party - Wood Dale Lanes, 155 West Irving Park, Wood Dale
	24th	Sun.	8:00 AM	Swap Meet, DuPage County Fairgrounds
Mar.	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	15th	Sat.	3:00 PM	Chili Party, Hurst's - 3103 Westgate Ln, Joliet, 815/436-3236
	22nd	Sat.	8:00 AM	Carb Clinic, Jensen's - 903 Lilac, Joliet, 815/729-9731
Apr.	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	12th	Sat.	8:00 AM	Distributor Clinic, - Corey's, 760 Barberry, Highland Park
	31st			25th Annual House on the Rock Tour
May	3rd	Sat.	8:00 AM	Tune-up Clinic Pyle's 320 N. Linden, Itasca, 630/773-4806
	4th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	16-8	Fr-Sun.		SVRA Vinyage GT Challenge - Road America, Elkhart WI
	23-5	Fr-Sun		Champaign British Car Show
Jun.	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	11-15	W-Sa.		TRA National Convention, Huron, OH
	21st	Sat.		St. Andrew Society Highland Games British Car Show, Oak Brook
				Michiana Bristish Car Show, South Bend, IN Peoria British Car Show Wisconsin British Car Show, Sussex, WI TR Fore! ISOA Golf Outing

***Not the First Sunday**

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. Do not read Snic Braaapp if you are currently reading other newsletters without first consulting your doctor, as serious side effects may occur.

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



A LITTLE BS FROM BS

NEWS AND VIEW FROM THE
BUSTED KNUCKLE GARAGE



Maybe it's the lingering effect of being confined to quarters for prolonged periods of time due to Mother Nature's icy grip on the heartland, or possibly it comes from delayed reaction to copious, and some might say excessive, quantities of inspirational beverages consumed over the last forty plus years, in either case, I'm starting to get the itch to restore another car. Maybe it's a case of wrenching withdrawal

– this is the first winter in twenty years that I haven't had one or the other of my TRs apart for one reason or another.

As most of you know all too well, I am not among those blessed with the "restoration" gene. Even though I have technically restored two Triumphs, -one of them twice!- the vast majority of the work requiring any actual skill was farmed out, although I did sign every one of the checks all by myself – and I have the stubs to prove it. To put it delicately, I am mechanically challenged, despite being around cars all my life.

Still, I find myself scouring Hemmings and Ebay for "project" cars. I recently came within an eyelash of bidding on a 1959 Triumph Ten estate [station wagon here in the provinces] and Mike Simmons exquisite TR8 [the one that stole the show at Jekyll Island] has me fantasizing about getting a wedge with a blown engine and dropping a V6 conversion from John's Garage. I figure for about 20 large, I could have a car easily worth nearly five figures. [Q. *How do you make a small fortune restoring Triumphs?* A. *Start with a large fortune.*]

However, I think I may have discovered the antidote to my "itch." [No it doesn't come in 12 oz brown bottles six to the container.] I'm thinking that I'm

going to get involved in the club Stag painting project. I figure maybe I can get the "itch" out of my system with a little bumpin' and grindin' in Hampshire, and it won't cost me a dime. Plus, if I finally acquire some of the basics that I have somehow managed to miss out over the last five decades, I can apply them to my next project. I'm thinking when this project is over, maybe I'll call Larry Nolan's buddy who's advertising a TR7 convertible with a good body and no engine. \$500 sounds like a fair price; after all, that's what I paid for Lucille back in '85, and look at what a great investment that turned out to be.

So how about it out there in ISO-Aland? Do you have a few hours to spare to lend a hand in the club philanthropy project? Lots of guys pay hundreds of dollars to take body shop classes at community colleges and probably don't get half of the knowledge that Pawlak has to share, plus I've heard that it's OK to wash the bondo dust down with a brew – try doing that at College of DuPage. If we all pitch in and help out, we would be helping a great cause and maybe learning a little as well, definitely a win-win situation.

Suds

NEW ARRIVALS



Stag #LD2 in Saffron, parked in front of a weathered barn promotional photos in 1971. This car was used in all the press photo shoots during the Stag's launch in the US. Photos courtesy of Mike Cook / Plain English Archive.

THE WHEREABOUTS OF
STAG LD2

BY PAUL "MCGRUFF" KURTZNER &
JOE "STAGMEISTER" PAWLAK

Imagine driving down the street and observing two Stags in a used car lot. Imagine one is an automatic and the other is a 4 speed, and you had your choice. You're buying the vehicle for your wife who doesn't drive a stick shift so it looks like you're going for the automatic. Yet seeing two Stags together, both for sale, is definitely not common (unless, of course, you're at a large British car show). Well, the year is 1975, the location St Louis, MO, and the vehicle purchased Commission Number LD2. For those who may not know the mean-

ing behind this number it signifies Stag #2, the second one off the production line and the first Federal car used for US publicity photos and events. LD1 was the first European Stag with right hand drive, the same vehicle seen at the 1971 Chicago Car Show.

How LD2 made its way to a used car lot 31 years ago in the middle of the US is a mystery perhaps no one will ever solve, as is the fate of the 4 speed car that sat next to it. But the man who purchased the first US Stag is no mystery. Gordon Hediger of Greenville Illinois purchased LD2 in 1975. In his time, Gordon had owned a 63 Jaguar XKE coupe, so he was familiar with the quirks of British car design and was sure he could handle the car. After getting the Stag to run properly, his wife enjoyed the car for some time taking it to work before the oil pump or the oil pump drive shaft broke. A re-placement

MOORE ON THE MARQUE BY MARK "GUZZLER" MOORE



A new year is supposed to bring a time of new hope and fresh starts. That's why it's so ironic that 2008 could not have started on a more somber note for ISOA. On New Years Day Tim, "Yacker" Smith passed away while clearing snow from his driveway. I know that in a club the size of ours with our age demographic, the loss of some members is a statistical inevitability, but the loss of Tim came as quite a shock.

Tim was one of our more "vocal" members. He just loved to talk, mostly about his TR250. He really loved that car, and he spent years restoring it to concours condition. Then, after wining first in class at the VTR in 2001, he modified it slightly to make it more comfortable for longer journeys. Tim was one of the club's road warriors, traveling to many national events, always in his 250. He hoped by making the car a little more comfortable, he could entice Natalie to accompany him on more road trips. He even talked of finding a Triumph sedan for the longer trips.

Tim knew almost everything there is to know about a TR250, and he shared that knowledge quite freely with anyone who would take the time to listen. However, that knowledge did not always translate into mechanical know-how, and this earned him quite a few boomer nominations.

He always took them in all in good fun. Just like his nickname; Yacker he knew he sometimes talked too much, and just had fun with it. Once I roomed with him at a TRA convention, and he told me I might get lucky after the first day, because his voice was shot. But he just kept talking. It wouldn't have been right for him to be quiet. It just wasn't Tim.

Tim also talked a lot about this club. He had belonged to other Triumph clubs in the past, but he always said the camaraderie he felt in ISOA was unmatched anywhere. I can't remember ever seeing his car on a show field without an ISOA magnet proudly displayed. Any time Tim got a chance, he told people about our club and he was always trying to recruit new members.

The Yacker always made his presence known and now his absence will surely be felt.

Til next time

Guzzler

NEW ARRIVALS

engine was sourced from Goodridge Racing in England, and after clearing US Customs, it was eventually installed and was enjoyed by his family during the summer months. Again, engine problems occurred in 1993 with a catastrophic valve failure, and the vehicle has been sidelined since that year.

In December of 2007, Gordon passed away leaving the car to his daughter, Wendy, who lives in California. On his death bed, he made Wendy promise to make sure the Stag went to a good and loving home. Wendy contacted the Triumph Stag Club and ISOA member Paul Kurtzner, Chairman Glenn Merrell and, eventually, President Joe Pawlak (a vaguely familiar name in ISOA and Stag circles) to find a home for this Stag. There was also a huge amount of British car parts all over the place that the family needed help in organizing and ultimately finding a home for them as well. The boys

had to act fast before the whole estate would go to auction and LD2 would be lost forever. So Joe & Kathy Pawlak went to Greenville to see LD2 and spent the entire day helping the family sort out the parts situation as well. The reputation of the Pawlaks in the Triumph community and their prior restorations and love of the hobby preceded the visit, so the family wanted LD2 to go to the Hampshire Quarter Horse and Triumph Farm. Thus a new restoration adventure begins in Hampshire.

To the family of Gordon Hediger, we commit to you that we will care and restore LD2 back to its original glory and make you all proud. We will have a small plaque made dedicating the car to Gordons love of all things British placed within LD2. Without him, a piece of Triumph history would have been lost forever.



The Stag V8 had the entire left side of the engine blown apart. Note the large hole in the leftmost piston. The head is totally unusable..



Kathy and Joe Pawlak



BREEDING A BETTER PIG

TEXT BY TONY BEADLE
ISOA UK BUREAU CHIEF



was only acknowledged by the initials F. R. W. so his identity is unlikely to be uncovered after all this time, but this is what he wrote:

In 1956 I bought a TR2 for use solely as a fast and economical piece of transport; its economy is astonishing and its performance most refreshing, but in a number of respects it fell short of my (perhaps fussy) standards. The simple expedients which follow have proved very much worth while.

I was pestered by a vicious "flat spot" in the carburation whenever the temperature fell below freezing. This was due to icing up of the two SU carburettor pistons, and was caused by a stream of icy air projected through the two large holes in the top of the front air scoop.

The cure was to cut two pieces of celluloid into a peculiar shape which enables them to snap into position below the holes and cover them.

The first time I used the car in the dark (expecting a "feast of light" from 60-watt bulbs and long-range lamps) I was appalled to find myself unable to exceed about 40mph in safety, except on a dead straight and level road. This was due mainly to a complete absence of the "spread" which is so essential in this country. The lack of visibility outside was aggravated by the brilliance of the facia, lit by six 12-volt bulbs; my virtual blindness was completed by one bulb shining through the illuminating window of the oil gauge directly into my eyes.

The head lamps I changed (rather regretfully) for a pair of standard Lucas units, which are much more suitable for English roads, though, of course, they have not the penetrating power of the originals.

The 12-volt bulbs in the facia were replaced by 24-volt bulbs, which give a subdued but adequate light, and have the further advantage that they will

probably never burn out. This is desirable, as replacement can be done only by a very thin man with articulated fingers, working in an inverted position!

A black patch was put over about one-third of the oil gauge covering the bulb but leaving the needle visible – untidy, perhaps, but effective!

The throttle pedal was badly placed. Being of the pendant type, it works in the opposite arc to the movement of the foot, and the friction between pedal and shoe, particularly with rubber soles, was sufficient to cause jerky throttle opening. The pedal also was much too far forward; heel and toe gear changes were impossible, and the whole foot had to be moved when transferring it to the brake.

I fitted to the pedal a bracket about one inch high, which carries a small roller. On the roller runs a flat, organ-type pedal, hinged to the floor and, therefore, working in the same arc as the foot.

There are two slots on the top of the bonnet which combine ventilation with the useful function of keeping snow and ice off the windscreen, but the offside slot allows rain to reach the fuses and control box when the car is stationary. Two small horizontal aluminium plates have been bolted over the slots, arranged so as to allow warm air to emerge as before but prevent the ingress of rain.

The later (sliding) side-screens have been substituted for the original one-piece ones – an immense improvement; it is worth taking some trouble when installing them to make them fit properly.

The flexible plastic transparent sheeting used in the rear window is a menace in frosty or misty conditions, when it immediately becomes opaque. For the large central panel I have substituted a sheet of 1/8-inch Perpex in a light metal frame.

Though the bellowing of the exhaust through one "straight-through" silencer whenever the throttle was opened is music to the young, no doubt,

Ever since the business of manufacturing automobiles for sale to the general public commenced there has always been a small percentage of car owners who, for one reason or another, are convinced that they can 'improve' the factory product. The advances made in automotive technology over recent years might appear to have dramatically restricted what can be altered by the home mechanic using the simple tools at his (or her) disposal, but enthusiasm and ingenuity often has a way of circumventing such obstacles.

Back in the 1950s and '60s of course life was a lot simpler, and so were the cars we drove. Hands-on maintenance formed an integral part of vehicle ownership back then because even brand new models required weekly fluid level checks, tyre pressures had to be carefully monitored, steering and suspension components needed greasing at regular intervals, etc. All ISOA members will therefore be very familiar with the innermost workings of their Triumph, whatever the model, and will most likely have altered something on it to suit their individual needs.

Some aspects of car design that annoyed at least one driver fifty years ago can be gleaned from the following piece that was published in The Autocar of 17th May 1957 under the heading Readers' Experiences. Unfortunately the author



I found it wearisome, particularly at night. I have added an additional 12-inch "straight-through" silencer in the tail pipe (obtainable from the makers).

My simple expedients have transformed this car from being "rather a pig" into an extremely pleasant, comfortable and lively vehicle, but it could well have cost a few pounds more in the beginning and have had some or all of those features right instead of "just wrong".

The above is, with the exception of a couple of minor corrections, reproduced exactly as it was first published. In the absence of any diagrams or dimensions I find the description of cutting up bits of clear plastic into 'peculiar shapes' rather endearing, if not exactly very helpful. Fitting 24-volt bulbs to the dashboard instruments in order to reduce glare is another suggestion that sounds like a lot of unnecessary hassle, even for a double-jointed beanpole who likes standing on his head (which I most definitely am not!).

So the intriguing thought occurs to me that if, by some miracle, the TR2 as described by F.R.W. had survived and was discovered hidden away, having been untouched for many years and thus in need of a total rebuild, what should be done with it? Should the 'improvements' made by F.R.W. half a century ago be regarded as an integral part of the car's heritage and be retained exactly as he did them, or should the TR2 be restored to the original factory specification?

This is a completely speculative question as, in all probability, the TR2 no longer exists. However, speaking personally, I'm all for keeping the modifications. F.R.W. obviously enjoyed driving his TR2 and that's still why we spend so much messing around with our Triumphs today isn't it?



Tony Beadle

Copyright © November 2007

THESE 16 POLICE COMMENTS WERE [ED. NOTE: ALLEGEDLY] TAKEN OFF ACTUAL POLICE CAR VIDEOS AROUND THE COUNTRY



- 16. "You know, stop lights don't come any redder than the one you just went through.
 - 15. "Relax, the handcuffs are tight because they're new. They'll stretch after you wear them a while."
 - 14. "If you take your hands off the car, I'll make your birth certificate a worthless document."
 - 13. "If you run, you'll only go to jail tired."
 - 12. "Can you run faster than 1200 feet per second? Because that's the speed of the bullet that'll be chasing you."
 - 11. "You don't know how fast you were going? I guess that means I can write anything I want to on the ticket, huh?"
 - 10. "Yes, sir, you can talk to the shift supervisor, but I don't think it will help. Oh, did I mention that I'm the shift supervisor?"
 - 9. "Warning! You want a warning? O.K, I'm warning you not to do that again or I'll give you another ticket."
 - 8. "The answer to this last question will determine whether you are drunk or not. Was Mickey Mouse a cat or a dog?"
 - 7. "Fair? You want me to be fair? Listen, fair is a place where you go to ride on rides, eat cotton candy, and corn dogs and step in monkey poop."
 - 6. "Yeah, we have a quota. Two more tickets and my wife gets a toaster oven."
 - 5. "In God we trust, all others we run through NCIC."
 - 4. "How big were those 'two beers' you say you had?"
 - 3. "No sir, we don't have quotas anymore. We used to, but now we're allowed to write as many tickets as we can."
 - 2. "I'm glad to hear that the Chief (of Police) is a personal friend of yours. So you know someone who can post your bail."
- AND THE WINNER IS...**
- "You didn't think we give pretty women tickets? You're right, we don't. Sign here."



Dear Editurd,



I am preparing to try and answer all kinds of hard questions on things like you know geography and such as to compete in a competition among other people like myself some of which are even more smarter than me, and I was hoping that since you know about English cars and such as that you could you know uh tell like where like where the England is on a map and such as so I can be better prepared to answer questions and such on like geography and such as. Maybe



C.U. South Carolina

Dear Caitlin,

We personally believe that U.S. Americans, even the ones in South Carolina and such, are unable to do so because, uh, some, people out there in our nation don't have maps, and, uh, we believe that our, uh, education like such as, uh, South Africa and, uh, the Iraq, everywhere like such as, and, we believe that they should, our education over here in the U.S. should help the U.S., uh, or, uh, should help South Africa and should help the Iraq and the Asian countries, so we will be able to build up our future, for our children.

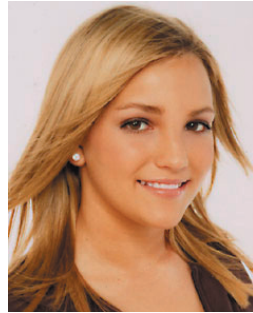
Ed

Dear Editurd,

My big sister gets all the attention around our house. No matter what I do, she manages to get more notoriety than me. I'm cute, and I want to be noticed,

too. What suggestions do you have for me to get my fair share of recognition?

J. L.S. , Louisiana



Dear Jamie Lynn,

While we make no claim as to having any expertise at advising adolescent females, we would humbly suggest that you not overreact to this sibling rivalry issue you seem to have. Whatever you do, abstain from any rash decisions that might have long term consequences on your life, not to mention that of others. You have your entire life in front of you, so why not just enjoy being yourself as teenager and don't let this competition with your sister cloud your judgement.

Ed

Dear Editor,

Since I now find myself with quite a bit of surplus time on my hands, I am beginning to long for those good old days of standing on an overpass on the Eisenhower during a snowstorm [which was usually significantly less intense than those dipshit weathermen back in the studio predicted], freezing my ass off. I was wondering if perhaps you might have a position for me on the staff of Snicc Braapp covering the Trans-America Charity Drive. I earned Phi Beta Kappa honors at the University of Iowa in journalism, and I have a proven track record of doing whatever it takes, if you get my



drift, to get a story. Getting my byline, along with my picture, in your esteemed journal may be just what I need to jumpstart my career.

A.J. Mt. Prospect

Dear Amy,

While we have never turned down an offer from such a qualified journalist to contribute to our little publication, we feel that we must reject your generous offer on the grounds that your photo in our modest little blurb might cause too many of the male members of our readership to experience impure thoughts. Besides, we are confident that you will be able to resurrect your career, since your journalistic indiscretion has all but been forgotten. We have it on good authority that there is a blizzard on the way, and Fox News needs a perky news-person to report on the traffic from 63rd and the Dan Ryan.

PS - Maybe if you wore the bikini top from the Stebic interview on the overpass during the storm, it would help the ratings.

Ed

Dear Editor,

I heard the Bears needed a QB for next year, so I figured I'd bust out of the joint and make my way to Chi-Town so I could show 'em what I can do. I didn't know the guards here had these damn police dogs to track down escapees, and one of 'em caught up with me before I could get over the wall. Who would have thought that man's best friend could be so inhumane. I guess now I know where the expression "doggie style" came from.

MV



Dear Inmate,

The Bears may be desperate for a signal caller, but we can only hope not that they have more class than you did. We would hope that Cade McNown will wear blue and orange before you do.

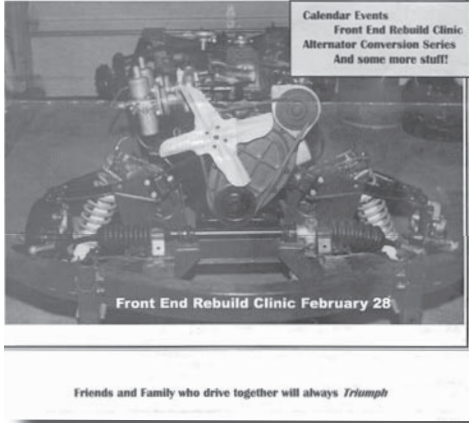


Snic Braaapp

February 1998



Brought to you by the Stagmaster News Group
A Greasy Hand Production which is a Division of ISOA Publications



Calendar Events
Front End Rebuild Clinic
Alternator Conversion Series
And some more stuff!

Front End Rebuild Clinic February 28

Friends and Family who drive together will always Triumph

An ISOA time traveler who set his transponder to February, 1998, upon perusing the Stagmeister News Group's second issue [the first in the new format – which we are still aping today], would have found twelve pages of text supplemented with three glorious black and white graphics. The cover featured a restored TR4 frame, and the back page showed a shot of several ISOAers on the road during our fall camping trip.

A decade ago, the ISOA Cup was won by Jack Billimack with 237 points, narrowly beating out then-president Tim Buja who had amassed 227. This was a contest in which participation points were awarded for taking part in ISOA activities.

The calendar listed many of the same events appearing on the third page of the 2008 version, including, the swap meet, a front end clinic, a Chili Party, and trans clinic, the House on the Rock Tour, a tune-up clinic, Quadfest, Champaign, Michiana, Movie Night, TRA, WI British car Field Day, and VTR.

President Tim Buja described installing an engine and transmission in Joe Pawlak's Stag with the help of Jeff Rust, Jake Jacquet and a 1947 Farmall tractor. Tim Smith wrote an article about acquiring a TR3, which had been "customized" with a keyed ignition switch,

a horn activated by the starter button, a toggle switch turn signal, and homemade side curtains. He also described his trip in this car, accompanied by his bride, from Texas to Naperville.

The newsletter also included a two-page excerpt from Dan Masters on Triumph alternator conversions with some nice line art drawings. There was also a promotional graphic for the DuPage Swap Meet [they have yet to change the artwork] and a registration form for the 1998 VTR Convention in Hudson, WI, hosted by the MN club. [Apparently, they couldn't find anyplace in MN that would allow us to meet, hence the WI location.

The classifieds included a starting handle support rod for a '46-9 1800/2000 for \$125.00, plus shipping and handling, assorted rear end parts from a '71 TR6, a '73 TR6 for 10,800.00, "Tons O' TR Parts" from Thunderbolt Enterprises in Genoa City, WI, for 50 cents a pound, an early TR6 frame for \$650.00, assorted TR6 front end parts, copies of the 1995 VTR convention video for \$15.00, and "Wisconsin's largest collection of Heralds." The seller had 6 [six!!] of them plus a Spitfire all for \$4,500.00. In the items wanted category, Jeff Rust wanted an Indian, biker, cop, and cowboy outfit, along with a hard hat and a Karaoke copy of YMCA, and your humble and obedient scribe was searching for a post 60,000 TR3 rear seat to borrow for a template.

From the "The more things change, the more they stay the same" file, the last page also included official ISOA regalia for sale. The 1998 inventory included jackets, sweatshirts, polo shirts, hats, tote bags, and T-Shirts.

And that's the way it was, February, 1998, only this time - You were there!

ISOA TECHNICAL ExSPURTS

- TR3 Bill "Whizmo" Pyle
630/773 4806
- TR4 Pat "PowerBuldge"
Lobdell
219/942 1263
- TR4A/
250 Steve "Drippy" Yott
262/997-0701
- TR6
(Early) Jeff "Stalker" Rust
815/874 5623
- TR6
(Late) Irv "Elwood" Korey
847/831 2809
- TR7 Phil "Factor" Fox
630/662 7721
- TR8 Tim "Tool Man" Buja
815/332 3119
- Spitfire -
[Early] Joe "Stagmeister" Pawlak
847/683-9683
- Spitfire -
[Late] Bill "Mr. Bill" Jensen
815/729-9731
- GT6 Dave "Snake" Shedor
847/9375078
- Stag Joe "Stagmeister" Pawlak
847/683-9683
- Machinist Bob "Opera Man"
Crowley
630/355 2170
- KeyMaster Bob "Senile" Donile
630/837 3721
- Electrical
Paint, Body, Joe "Stagmeister" Pawlak
847/683-9683

SHOE





I have to confess that for just the a split second, I had a slight misgiving about reading and reviewing a book, or in this case two books, that seemingly appear to be about motorcycles. But when I saw that my all time favorite automotive wordsmith, Peter Egan, authored them, I quickly abandoned any preconceived reservations. Peter Egan is to writing about all things wheeled, [whether they have two, four, six or any other number], what Eric Clapton is to fretwork, Molly Ivins was to political commentary, or Lin Brehmer is to morning radio; quite simply the finest there is, or probably ever will be.

I think the most engaging aspect of reading Peter Egan, at least for me, is when he strays from the prescribed subject matter. When he delves into topics like delta blues, or Native American culture, or beer, or damn near anything else, he never misses a beat and remains as enlightening and engaging as when he writes about Ducattis or E-Types. It is abundantly clear that he is a complex guy with multifaceted interests who seems well versed on themes that many of us [me] share. The most singular difference between him and us is that he expresses himself in such a way that anyone else's prose pales in comparison.

Leanings, Volumes I and II, is a compilation of feature stories and monthly articles written for *Cycle World* over the last thirty years. [Here's just one example of his writing that certainly rings true to us all. "What is it about, I wondered, that so mystified and eluded British engineers when it came to the design of gaskets, seals, and mated sur-

faces. They never seemed to get the idea, right up until the end, that fluids belong on the inside of an engine, while fresh air and sunshine belong on the outside, and that there is seldom any real advantage in having these disparate elements swap side, except in the combustion of gasses."]

It's unfair to refer to *Leanings* as a "best of" anthology, since every syllable by Egan is superlative. Who else can quote Henry Miller, Henry David Thoreau, or Henry Gregor Felsen?

His vignettes take the reader to the Mississippi Delta, the Baja, the Isle of Mann, or South Dakota, not to mention some more familiar locales, like southern Wisconsin.

Reading about his journeys in a collected works is a bit like trying to ration the contents one of those industrial-sized cans of Costco peanuts in that there is an overwhelming temptation to have just one more mouthful, until the can is empty, and you have acquired a few thousand unanticipated calories, not to mention the wrath of someone who had planned to serve those nuts to your company that very evening. At least in the case of *Leanings*, or any of his other books, you have the ability to re-read them again and again, [something we would not recommend for the aforementioned legumes.]

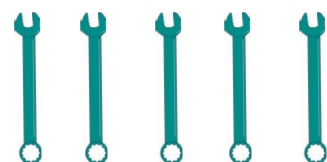
We scribbled some pathetic prose on Egan's *Side Glances* anthologies from *Road & Track*, and we still maintain that those books, more than any physical therapy or overpriced prescription medication, expedited our recuperation from bypass surgery last winter. These two volumes, however, at least in my opinion, are better. As you read them, you can "feel" Egan's passion for two wheelers and the people who ride them. It permeates the text like the aroma of aging Connolly leather, and when he describes his journeys with his friends, his wife, or even more, when he is alone, you get the unmistakable impression that riding, even more than driving, is his life's passion.

While I had a brief fling with a BSA M-22 in the early 70's, the lure of bikes has eluded me, possibly due to an unanticipated vault over the handlebars of that old Beezer. That being said, reading *Leanings*, has caused me to reconsider motorcycle ownership. After the first read through of these books, I found myself scanning Ebay and the Tribune classifieds for a bike. [Maybe if I get a two-wheeler, I might possibly encounter Egan on a ride through southeastern Wisconsin, and we could hang out at some little tavern and exchange views on world peace. Most likely, if I ever did meet him, I'd wind up doing a Ralph Cramden impersonation of when he made the TV commercial for the apple corer and stammer "humdalahumdala" over and over.]

The only downside to reading Peter Egan is the sense of futility I get about my own feeble attempts to put pen to paper and the depressing realization that this guy has done stuff over the last thirty years that the rest of us only fantasize about. He hasn't let a mortgage or other mundane obstacles prevent him from living out many of his [and our] dreams. Who among us hasn't wished he just could hop on a bike, or in our collective case, into a British roadster, and take off on a cross-country road trip because it was a nice day, or because, even though the temperature was in the 70's, it was October, and we knew that all too soon, such opportunities would be on indefinite hold.

Sure Egan writes about these things for a living, but you never feel as if he's going through the motions when he creates one of his verbal tapestries. I'm sure he takes out the garbage and rakes leaves just like the rest of us, but if he ever wrote a book about that, I'd be on the waiting list to buy it.

On the literary Sudsometer, these books each rate a five.

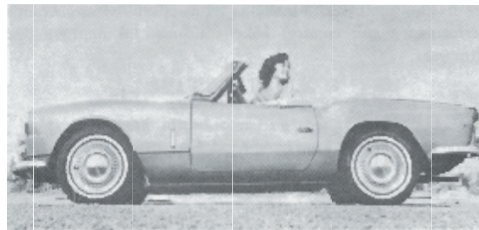
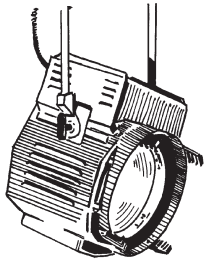


Steepe



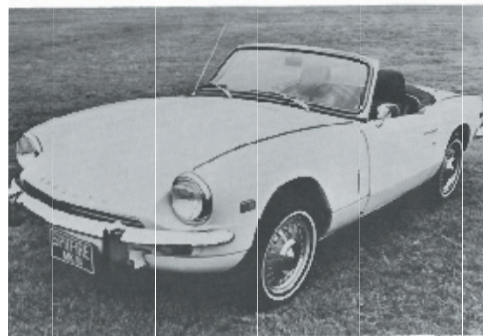
SPOTLIGHT ON THE SPITFIRE MARK III

TWELFTH IN AN OCCASIONAL SERIES BY BOB STREEPY



III "... had probably the best of Spitfire engines. It was the last one before emission standards strangled the car's performance."

The new Spitfire also featured larger front discs, a beefed up clutch, and gas-filled rear shocks. U.S. safety standards resulted in a newly designed front bumper that one detractor claimed made



it look, "like a South Sea cannibal with a bone through his nose." The swing-axle rear suspension was still "suspect," and the lack of first gear synchro seemed archaic in 1967, but the Mark III did have a negative ground electrical system, and backup lights were included for the



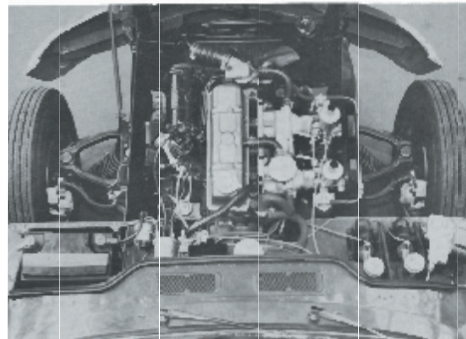
first time. At \$2,285.00, the car was a relative bargain in comparison to its arch nemesis, the BL Sprite/Bugeye. The BL car was only slightly cheaper but could not match the Triumph's performance.

The Mark III interior was also upgraded. It had a walnut veneer dash, better quality carpeting, and shoulder harness attachment points, but curiously, no shoulder harness option. There was also a new permanently attached top design, borrowed from the TR4, which went up more easily at the expense of some behind-the-seat storage space.

By 1969 increasing emission demands had cost the Spitfire 7 horsepower [nearly 10%], and it had gained seat headrests [at the expense of the driver's vision]. By 1970, the car was down to one Z-S carburetor from the earlier Mark IIIs, which had a pair of SU's. 65,320 Mark IIIs were sold, but change was in the air. Leyland Motors had bought Rover and British Motor Holdings, which included Jaguar, Austin-Healy, and MG. The big question on the minds of many was what would become of the Spitfire and the entire Triumph line now?

Next time - The Le Mans Triumph TRs

After only two years of production, Triumph had built 37,400 Mk II Spitfires. In 1967 the company introduced the Spitfire Mark III to replace the Mark II. The Mark III was intended to provide buyers with more power, while concurrently fulfilling the requirements of U.S EPA and safety requirements; certainly no small feat.



The bore was increased from 69.3 to 73.7 mm bringing the displacement up to 1296 cc. This enabled a stock Spitfire to achieve triple digit speeds for the first time. The increased displacement accounted for 75 hp, and Richard Newton, in *The Illustrated Triumph Buyer's Guide*, states that the Mark

Material for this article was sourced from the following-

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

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

Twelfth Annual All British Swap Meet and Auto Jumble

Sunday, February 24, 2008

8 AM to 3 PM

DuPage County Fairgrounds in Wheaton, Illinois

For additional information, contact Jim Evans (630) 858-8192 or Dave Mullis (630) 916-7358. or e-mail: swapmeet@chicagolandmgclub.com



ISOA BOWLING PARTY

WOOD DALE BOWL, 155 W IRVING PARK RD.

WOOD DALE, IL 60191 (630) 766-6800

Back by popular demand - the ISOA bowling party. Come out to beautiful Wood Dale on Saturday afternoon, **Feb. 23rd at 2:00 PM** and bowl three lines with your ISOA fellow keglers. After the bowling, enjoy an all-you-care-to-eat catered meal - just \$20.00 per person.

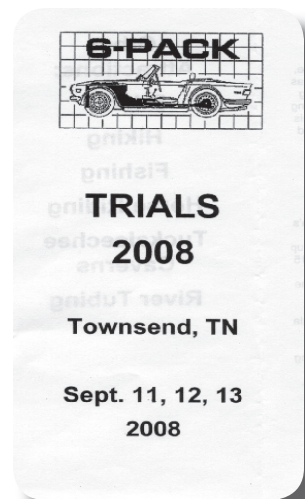
RSVP Big Mama ASAP. 630/773-4806



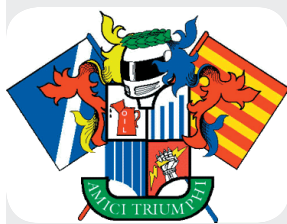
ISOA CHILIFEST

The annual rite of spring known and loved as the ISOA Chili Fest will be held on **Saturday, March 15th** at the home of Jerry and Sandy Hurst at 3103 Westgate Lane, Joliet. Whip up a vat of your favorite chili recipe and bring it to Joliet. Things get underway around 3:00 PM and will last until the beano wears off.

RSVP 815/436-3236.



KASTNER CUP



It's like a planetary alignment for Triumph fans, only way cooler, since you can actually see

it: Hundreds of historic Triumphs from around the globe are converging on Watkins Glen September 3-7 for the Kastner Cup Vintage Race, presented by Classic Motorsports magazine and Moss Motors.

Among the luminaries will be the famed Group 44 factory race cars, the

first production Triumph sports car, and — of course — Kas Kastner, the legendary Triumph tuner, racer and head of the North American Triumph Competition Department.

It's all part of the Sportscar Vintage Racing Association's U.S. Vintage Grand Prix — the largest vintage race weekend in the east. Kastner will present the Kastner Cup to the racer who best embodies the spirit of the marque and the event for the award. He'll also be on hand to assist racers and talk to fans of the marque.

TS01, a 1953 TR2 that holds the distinction of being the first production Triumph sports car off the line, will also be there. Joe Richards, who painstakingly

restored TSO1 to its historic original specs, will be honored by Friends of Triumph, the North America-based group of Triumph racers and race fans.

Triumph enthusiasts and racers will also be welcomed into the Friends Of Triumph Hospitality Tent and into the town of Watkins Glen. The downtown merchants association of Watkins Glen is organizing a street festival with Triumph as the featured marque, and racers will be allowed to run the old street circuit through the town.

For more information on this amazing weekend of vintage and historic racing go to ClassicMotorsports.net/kastner-cup or contact Tim Baxter at baxter@classicmotorsports.net.



JANUARY ISOA MEETING NOTES
[IN CASE YOU MISSED IT]



Mack's Golden Pheasant welcomed an unusually large, but mostly subdued turnout of ISOA members, some of whom actually drove in Triumph [a January rarity] in light of the unseasonably warm weather conditions, on Sunday January 6th, 2008. The mood was more somber than usual because of the recent loss of popular club member Tim "Yacker" Smith. President Mark "Guzzler" Moore got the meeting under way at precisely 7:13 [7:00 official ISOA time] by mentioning details from Tim's memorial service, which was held the previous day. Mark recalled some of his own experiences with Tim, as did a few others. Without a doubt, he will be missed.

Bob Hansel of Wheaton [[1980 TR7] and Don Sheldon of Glen Ellyn [1971 TR6] were the only first timers in the audience. Mark introduced the new/old officers for 2008. The most significant change in personnel at the board level was the installation of Kim "Lower Wacker" Jensen as club treasurer, replacing Sheri "Big Mama" Pyle who retired after nearly twenty years on the board. Most of the other officers remained the same [see sidebar at right.]

Joe "Stagmeister" Pawlak described his most recent Triumph acquisition, the first left hand drive Stag [LD2] to be built. In fact, Joe had only just returned that very evening from Southern Illinois with the car in tow. Tim "Gizmo" Mantel spoke about the New Year's Day Rallye in Chicago [see front page]. Then Jack "Spuds" Billimack described several other planned activities for 2008. Among other events, he mentioned the diff clinic scheduled for Kaplon's, the Big Bash, a bowling party on Feb. 23rd, the swap meet at the DuPage County Fairgrounds, the trans clinic,

and a host of other activities. Jack also mentioned that the August meeting would be backed up one week due to an expected large number of members traveling to VTR. Even though we were only six days into the New Year, Bob Crowley also spoke about his plans for a camping trip to the greater Galena region in June. Before the break, Kim Casper mentioned that he had a TR4 transmission for sale, and Dave "Snake" Shedor said that he had a GT6 bonnet that needed a new home.

Following a break, nominations, were placed for the Peter M. Roberts and the Boomer Awards. This was an unusual night, since neither traveling trophy made it to Mack's. The Boomer was still in Natalie Smith's possession and Tim "Toolman" Buja forgot to return the Peter M. Roberts, for which he was promptly nominated for the Boomer. The other Boomer nomination went to Phil "Factor" Fox, from himself, since he know that he wouldn't have to lug it home, for stepping on his brand new glasses and then painting them black while trying to do some body work, Bob Crowley also nominated himself for racing a Lexus in his TR8 and going so fast that his top blew off, and he had to drive home holding the top in place, while the Lexus passed him. If the Boomer had been at Mack's, it would have gone home with the Factor. The Peter M. Roberts nominations went to Sheri Pyle for her years of service to the club as a board member; Kim Jensen for using power tools to dismount and change out a set of tyres while Mr. Bill was suffering from a broken rib; and Bill "Whizmo" Pyle for 13 months of labor overhauling and restoring four engines for the Factor. "Big Mama" would have had temporary possession of the coveted Chalice, had it been there.

The meeting broke up around 9:30. Begging your continued forbearance for any unintentional errors or omissions, I remain your humble and obedient scribe.

Suds



2008 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/Regalia Coordinator** Kim "Wacker Drive" Jensen
815/729-9731
KimandBill76@sbcglobal.net
630/773-4806
- 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
- BCU Reps** Mike "Hands" Blonder
Terri Underhill
- Technical Coordinator/Newsletter Publisher** Joe "Stagmeister" Pawlak
847/683-4184
stagfire6573@foxvalley.net

CLASSIFIEDS & GENERAL INFORMATION



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: 1979 TR7 Convertible. Good Body \$500.00 Delivery available. 574/262-3459 [1/07]

For Sale: Just in - Newly designed ISOA Sweatshirts. Be the first one on your block to have a new Crewneck, Hooded, or Zip Front Hooded style. \$20.00, \$25.00 and \$30.00. Call Kim Jensen, 815/729-9731 to order yours.

Ed Note: In our January issue, we incorrectly implied that the TR4 Racer shown on page 20 [The Rear View Mirror] belonged to “Uncle Jack” Drews. As pointed out by sharp-eyed reader Irv “Elwood” Korey, the car [shown below] is owned by Joe Alexander.



Happy Birthday

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

- | | |
|----------------------|---------------------|
| Jeff Lathrop 02/01 | Joyce Geiter 02/14 |
| Rich Scholl 02/02 | Denise Loss 02/15 |
| John Kolton 02/04 | Annie Davison 02/15 |
| Jim Doering 02/05 | Bob Steele 02/17 |
| Dennis Heywood 02/06 | Julie Lathrop 02/17 |
| Joe Kaplon 02/07 | Rick Hartmann 02/25 |
| Dale Sorci 02/09 | Colleen Elzy 02/27 |
| Jim Arch 02/10 | Joe Todoroff 02/28 |
| Dan Swanson 02/12 | Greg Heidrich 02/28 |

New Members

[memberships - 151; members - 219]

Bob Hansel, 1703 Ashton Ct, Wheaton, IL 60187-3703
(630) 462-8594 EMAIL: bahbzilla@sbcglobal.net
80 TR7

Donald Sheldon, 57 Tanglewood Dr. Glen Ellyn, IL
(630) 469-0663 EMAIL: mkdcsheldon@sbcglobal.net
71 TR6

BLONDIE



Dues

Dues for 2008 need to be paid by March, 31st. If you have joined since September, 2007, your membership for 2008 is already taken care of. If you are unsure of your membership status, check with Tim “Toolman” Buja.





The cost of living is less than you'd think.

0-50 before the others get into first.
 Instant air-conditioning. Suntan guaranteed.
 Reclining bucket seats with plenty of room for manoeuvre.
 But would you believe 45mpg at a constant speed of 50mph? Autocar says so. So that excuse has just run out.
 Aim the nose, spoiler and all. Show them your sexy rear.
 And away. Sandy beaches. Country lanes. Freedom.
 All for the cost of a small saloon.
 Until you've owned a Spitfire you haven't lived.

THE NEW TRIUMPH
2 LITRE SPORTS CAR

The Triumph Motor Co. (1972) Ltd. Coventry, England. Authorised by The National Motor Vehicle Council. Triumph Motor Co. (UK) Ltd. 1972-1973. Triumph Motor Co. (UK) Ltd. 1974-1975. Triumph Motor Co. (UK) Ltd. 1976-1977. Triumph Motor Co. (UK) Ltd. 1978-1979. Triumph Motor Co. (UK) Ltd. 1980-1981. Triumph Motor Co. (UK) Ltd. 1982-1983. Triumph Motor Co. (UK) Ltd. 1984-1985. Triumph Motor Co. (UK) Ltd. 1986-1987. Triumph Motor Co. (UK) Ltd. 1988-1989. Triumph Motor Co. (UK) Ltd. 1990-1991. Triumph Motor Co. (UK) Ltd. 1992-1993. Triumph Motor Co. (UK) Ltd. 1994-1995. Triumph Motor Co. (UK) Ltd. 1996-1997. Triumph Motor Co. (UK) Ltd. 1998-1999. Triumph Motor Co. (UK) Ltd. 2000-2001. Triumph Motor Co. (UK) Ltd. 2002-2003. Triumph Motor Co. (UK) Ltd. 2004-2005. Triumph Motor Co. (UK) Ltd. 2006-2007. Triumph Motor Co. (UK) Ltd. 2008-2009. Triumph Motor Co. (UK) Ltd. 2010-2011. Triumph Motor Co. (UK) Ltd. 2012-2013. Triumph Motor Co. (UK) Ltd. 2014-2015. Triumph Motor Co. (UK) Ltd. 2016-2017. Triumph Motor Co. (UK) Ltd. 2018-2019. Triumph Motor Co. (UK) Ltd. 2020-2021. Triumph Motor Co. (UK) Ltd. 2022-2023. Triumph Motor Co. (UK) Ltd. 2024-2025.

PRICE £555 (plus Purchase Tax)

TRIUMPH LBS STANDARD CARS STANDARD COMMERCIAL VEHICLES PERSONAL TRACTORS

TRIUMPH TR7

ISOA ON THE INTERNET

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

ONLINE ROSTER ACCESS INFO

SNIC
BRAAAPP

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

THE REAR VIEW MIRROR



FEBRUARY 2008

*ROOKIE ISOA BOARD MEMBER ROMAN HRYNEWYCZ IN HIS 1974 TR6
EN ROUTE TO THE HEARTLAND BRITISH CAR SHOW, AUGUST 2007. PHOTO BY BOB STREEPY*