

SNYK

BÜRRRRPP

APRIL 2008 - SPECIAL DOUBLE ISSUE

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

NEWSLETTER OF THE INTERNATIONAL SOCIETY OF ODD AUTOS

DEDICATED TO THE ENJOYMENT AND PRESERVATION

OF TRIUMPH PARTSCARS

CHICAGOLAND’S OLDEST AND MOST ACTIVE

TRIUMPH ENTHUSIASTS CLUB

NOW IN OUR FORTY-SECOND YEAR

A CHAPTER OF THE VENERABLE TRIUMPH REGISTRY

VTR TO DISBAND ISOA!

CITES TOO MANY UNATTRACTIVE CARS [AND PEOPLE!] IN CLUB TO MAINTAIN “PROPER” IMAGE



Dear Reader[s],

We received a registered letter [reprinted below] from VTR as we went to press. Your board of directors has already scheduled an emergency executive session to confer on a plan of action, and we will discuss the ramifications of VTR’s decision to disband ISOA at the April 31st club meeting. We urge all members to attend this crucial meeting to exchange ideas on a plan of action. Informed sources tell SNYK BÜRRRRPP that the tentative plan is to take a road trip, most likely to House on the Rock. In the meantime, we recommend that everyone begin drinking heavily.

Dear Sirs:

We regret to inform you that the Venerable Triumph Registry has elected to disband your organization, The International Society of Odd Autos. Your club has been on double secret VTR probation since 2005 due to the confirmed number of unsightly cars owned and operated by your members. Our recently created Homeland Department for Securing Decency among Triumphs [HDSDT] advises us that numerous Triumphs in your chapter do not to meet our requisite level of acceptable appearance, and that some of your members have failed to maintain the VTR officially sanctioned levels of polish on their cars’ undercarriages. In the interest of security, I cannot reveal any names, but the enclosed photos [see page 2] of ISOA cars and members [see page 3], graphically speak for themselves that at least several of your

Triumphs might not be able to earn the mandatory 350 concours points now required for membership in VTR. Consequently, we feel that it is in the best interest of VTR that you no longer

be affiliated with us.

Should those members of your chapter whose cars fall into the category best described as “insufficiently detailed” choose

to apply the prescribed coatings of Girot’s Garage “Best of Show” Wax, we would be willing to consider readmitting your organization to VTR. In the meantime, remember, that rusty, dented, and leaking is no way to go through life.



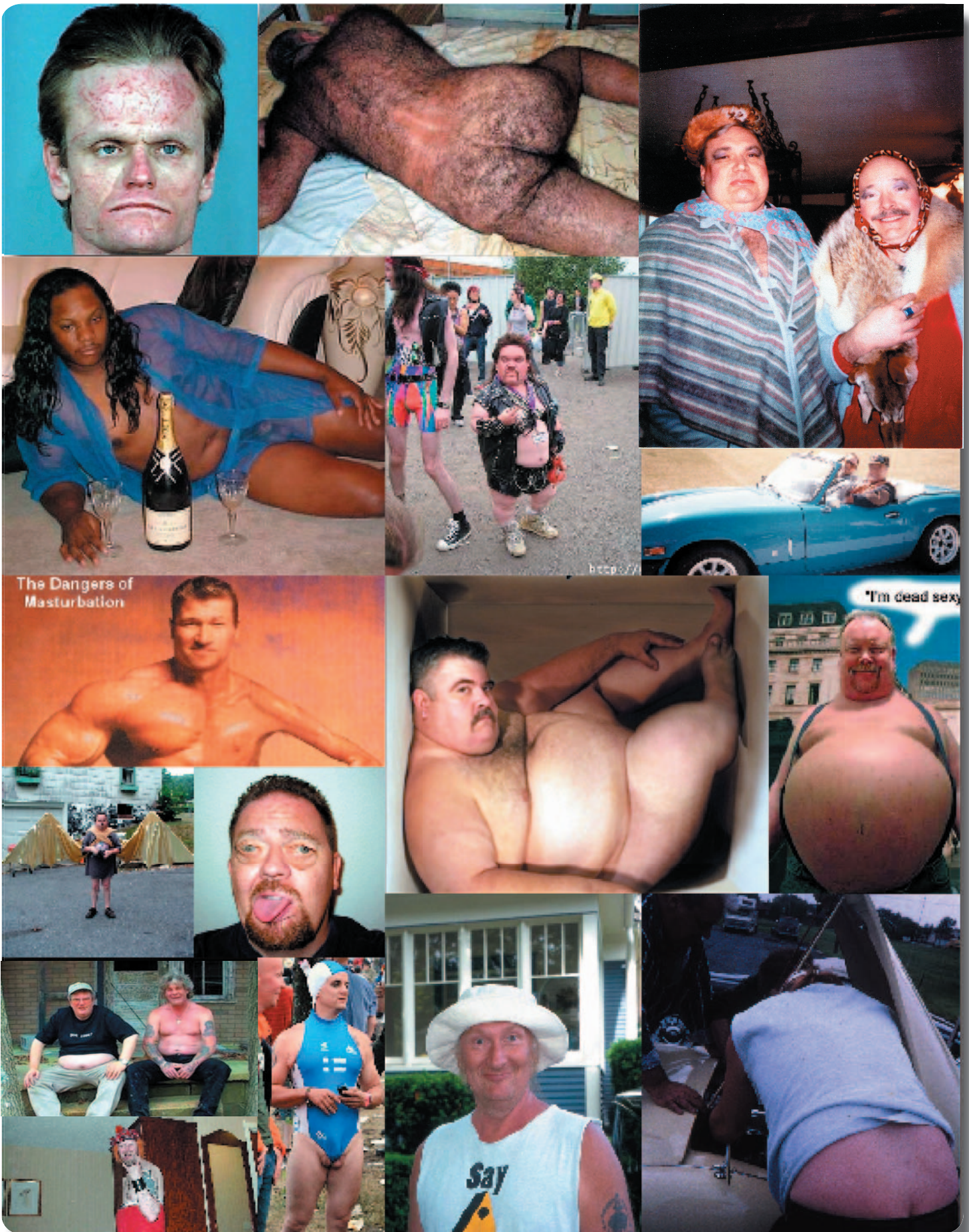
Dean Wormer, VTR Concours Field Marshall & Director of HDSDT
April 31st, 2008





These photos were all taken at various Northern Illinois locations, and all of the cars shown belong to an ISOA members. They clearly show that they fail to meet the minimum VTR standards for inclusion in our organization. The individuals shown on the opposite page show some of the owners.







STRIPPING

I'm sorry Daddy didn't pay attention to you.
Here's a dollar, now start dancing.



U.S. AIR FORCE

We know how to conduct a war!

sevencityforums.com



FEMINISM

Not a word. Don't use it!



PRACTICE

Makes perfect, but it still won't fill the hole in your soul.



CHANCES

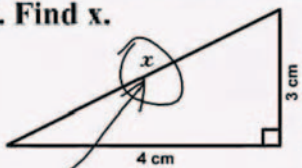
Don't be a pussy. This guy seems legit.



COLLEGE

The only place where shit like this happens!

3. Find x.



Here it is

SIMPLICITY

The simplest solutions are often the cleverest.
They are also usually wrong.



JAILBAIT

Because if you don't hit it, someone else will.



HERPES

God's French Tickler



PERSEVERANCE

Sometimes, the wait is worth it.



OPINIONS

keep them to yourself



ROCK BOTTOM

You'll know it when you get there.



TEAMWORK

Share Victory. Share Defeat.



DIAMONDS

Because nothing says "Sorry I raped that white girl," quite like them.



The following are all replies that Dallas TX women have written on Child Support Agency forms in the section for listing "father's details." These are genuine excerpts from the forms.

1. Regarding the identity of the father of my twins, child A was fathered by Jim Munson. I am unsure as to the identity of the father of child B, but I believe that he was conceived on the same night.

2. I am unsure, as to the identity of the father of my child as I was being sick out of a window when taken unexpectedly from behind. I can provide you with a list of names of men that I think were at the party if this helps.

3. I do not know the name of the father of my little girl. She was conceived at a party at 3600 Grand Avenue where I had unprotected sex with a man I met that night. I do remember that the sex was so good that I fainted. If you do manage to track down the father, can you send me his phone number? Thanks.

4. I don't know the identity of the father of my daughter. He drives a BMW that now has a hole made by my stiletto in one of the door panels. Perhaps you can contact BMW service stations in this area and see if he's had it replaced.

5. I have never had sex with a man. I am still a Virginian. I am awaiting a letter from the Pope confirming that my son's conception was ejaculate and that he is the Saver risen again

6. I cannot tell you the name of child A's dad as he informs me that to do so would blow his cover and that would have cataclysmic implications for the economy. I am torn between doing right by you and right by the country. Please advise.

7. I do not know who the father of my child was as all blacks look the same to me.

8. Peter Smith Is the father of child A. If

you do catch up with him, can you ask him what he did with my AC/DC CDs? Child B who was also borned at the same time .. Well, I don't have clue.

9. From the dates it seems that my daughter was conceived at Disney World; maybe it really is the Magic Kingdom.

10. So much about that night is a blur. The only thing that I remember for sure is Delia Smith did a program about eggs earlier in the evening. If I had stayed in and watched more TV rather than going to the party at 146 Miller Drive, mine might have remained unfertilized..

11. I am unsure as to the identity of the father of my baby, after all, like when you eat a can of beans you can't be sure which one made you fart.

Yep, you guessed it right - you are all paying taxes to support the above winners

BRAIN CRAMPS

•During the Miss America contest, Alabama's Heather Whitestone, Miss Alabama 1994, was asked, "If you could live forever, would you and why? She replied, "I would not live forever, because we should not live forever, because if we were supposed to live forever, then we would live forever, but we cannot live forever, which is why I would not live forever.."

•"Whenever I watch TV and see those poor starving kids all over the world, I can't help but cry. I mean I'd love to be skinny like that, but not with all those flies and death and stuff."
--Mariah Carey

•"Smoking kills. If you're killed, you've lost a very important part of your life."
--Brooke Shields, during an interview to become spokesperson for federal anti-smoking campaign.

•"I've never had major knee surgery on any other part of my body,"
-Winston Bennett,
University of Kentucky basketball forward.

•"Outside of the killings, Washington has one of the lowest crime rates in the country,"
--Mayor Marion Barry, Washington, DC.

•"That lowdown scoundrel deserves to be kicked to death by a jackass, and I'm just the one to do it."
--A congressional candidate in Texas.

•"It isn't pollution that's harming the environment. It's the impurities in our air and water that are doing it."
--Al Gore,
former Vice President

•"I love California. I practically grew up in Phoenix."
--Dan Quayle,
former Vice President

•"We've got to pause and ask ourselves: How much clean air do we need?"
--Lee Iacocca

•"The word "genius" isn't applicable in football. A genius is a guy like Norman Einstein."
--Joe Theisman,
NFL football quarterback & sports analyst.

•"We don't necessarily discriminate. We simply exclude certain types of people."
--Colonel Gerald Wellman,
ROTC Instructor.

•"Traditionally, most of Australia's imports come from overseas."
--Keppel Enderbery

•"Your food stamps will be stopped effective March 1992 because we received notice that you passed away. May God bless you. You may reapply if there is a change in your circumstances."
--Department of Social Services, Greenville, South Carolina

•"If somebody has a bad heart, they can plug this jack in at night as they go to bed and it will monitor their heart throughout the night. And the next morning, when they wake up dead, there'll be a record."
--Mark S. Fowler,
FCC Chairman

submitted by alert reader
Tim "Gizmo" Mantel.



We recently discovered a source of performance products courtesy of Sir Bentley Haynes that we wish to share with our readership. While Snykk Burrpp does not ordinarily endorse products from the private sector, we must make an exception for these items available from KaleCoAuto Stuff Store. Visit their web site at http://kalecoauto.com/index.php?main_page=products_all to see their entire catalog of high performance equipment.

Cross-Drilled Brake Lines
\$69.95



Want improved braking? Why just cross drill those rotors? Introducing KaleCoAuto cross drilled brake lines! Improved airflow through lines provides superior brake cooling. Brake fluid is exposed to cool moving air, almost instantly reducing heat, and providing shorter stopping distances! All lines are made of quality latex. Brake lines come in: Red and Yellow. Please specify color when ordering!! Warning!! You must replace ALL brake lines at once. You may mix colors.

Engine Oil By Pass Kit
\$49.95



Modern synthetic oil is very expensive - so why run the risk of getting it dirty by running it through your motor block? KaleCoAuto bypass kit comes with everything you need to run the oil around your motor block where it will do more good. Oil runs cooler, and as a result, there may be horsepower gains!

Adjustable Power Band
\$249.95



Wish you had a little more low end torque? Maybe you want a high revving formula 1-esque screamer? KaleCoAuto's Adjustable Powerbands are the perfect solution! The power bands are made from titanium-injected rubber, with high grade 440 fasteners. Six links are included. One band is for horsepower, and the other for torque. You may use more than three links per side, but extreme caution should be taken!

Synthetic Blinker Fluid
\$8.99



Are you blinkers sluggish? Do they make an annoying ticking noise? Do they not flash fast enough? Here's your solution. Little do people know, factory quality blinker fluid should be changed every 150,000 blinks. Our blinker fluid lasts ten times that. KaleCoAuto high quality synthetic blinker fluid meets the highest DOT standards while not being in the least bit DOT legal! KaleCoAuto blinker fluid provides you with thousands of hours of reliable blinking without the wear and tear on the flash-synchro's that the other blinker fluids cause. KaleCoAuto blinker fluid will not lose its viscosity even in the most extreme situations. Why buy that old dino-blinker fluid, when you can get our unique patented synthetic formula? Satisfaction guaranteed!! For use in any car.

Muffler Bearing
\$49.95



Do you have an annoying rattling in your mufflers? Are they sagging a little? Don't quite sound right? That could be the symptoms of a worn muffler bearing. Allow me to introduce the KaleCoAuto muffler bearing! It's unique iron-graphite composite with pre-grease-packed assembly provides over 200,000 miles of smooth muffler operation! It is most likely they will outlast your mufflers. Also works well on heavy duty exhaust systems. One per muffler.

Johnson Rod
On Sale! \$ 128.66



You spoke, we listened! The long anticipated Johnson Rod has finally made an appearance! Bursting from our engineering bay, and three years in the making, this is most spectacular rod on the market. Not only is the Johnson Rod fully extendable, but it is also .5" greater in girth than any competitor's Johnson Rod. Please install Johnson Rod between 70-90f, as cold weather will cause it to contract.



All Wheel Drive Kit \$450.99



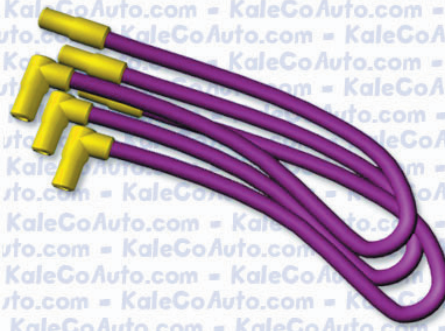
Been unsatisfied with the monster torque steer in your front wheel drive luxury car? Been annoyed by the rear end of your new high powered sports car sliding out in the rain and snow? Jealous of those folks with the big spoilers and pink performance parts? Let's face it: Only AWD cars have good handling. (Just ask anyone with an AWD performance vehicle.) To overcome the shortcomings of many otherwise nice vehicles, KaleCoAuto has developed this system! The lug-pulleys bolt directly to the wheel studs! If you can change a tire, you can install this kit. Please refrain from making left or right turns once this kit is installed. To enjoy the added handling benefits of AWD with this kit, is important that the steering wheel remains perfectly centered!

Lowering Kit \$19.95



Some people spend hundreds - even thousands merely to lower their car! Some people even cut their springs - that is the wrong way to lower a car! Why bother with different bolt sizes and components, when KaleCoAuto's do-it-yourself lowering kit is a mere four piece kit! Installs in minutes, just insert one per tire and you'll be the envy of every lowrider in town! Now available in standard, chrome, and gold.

Hollow Plug Wires \$79.95



When cleaning your spark plug wires with KaleCoAuto Spark Cleaner just isn't enough - you need new plug wires! Unique "hollow" design wires allow ignition molecules to flow freely from your distribution point to your motor apex! Why even bother with those metal core plug wires? KaleCoAuto Hollow Wires never need cleaning

Also available in chrome!!.

Car to Tanks Kit \$14,5000



Only three words can truly cover the accurate description of this product: Holy f***ing s**t.

Yes, we've gone there. With pride, we unveil the KaleCoAuto Car to Tank kit! Featuring high strength steel construction and military grade components, we're sure this kit will survive even the harshest urban environments. Never wait in traffic again. Simply bolts to the roof of your vehicle, and takes the same easy to obtain ammunition used by the M1-A1.

How can this be legal, you ask? Well to be honest, lawyers are pretty damn expensive. We have taken a new approach: Launch the product, and then watch the news.

Flux Capacitor Kit \$175,000.00



The famed and fabled Flux Capacitor! Many flux capacitor designs have come and gone in the marketplace. Most have only been compatible with certain low production paintless cars. But now, KaleCoAuto has brought to you a modern Flux Capacitor fully compatible with any present day vehicle! This item may be expensive, but can you place a price on time travel? NOTE: Special return policy: If you are not 100% satisfied, you may return this product for a full refund, in no LESS than 30 days before you purchase it!

Piston return Spring \$14.95



KaleCoAuto has produced the highest quality piston return spring to date! High temperance chromed metal resists temperatures up to 300°f. KaleCoAuto piston return springs FORCE the pistons back into the motor, no longer relying on gravity! This effectively increases your revs, horsepower, and peak torque! You must buy one return spring per piston. Rotary engines require install of pistons for full compatibility. One per piston. Please specify if you are using a boxer motor!



Sir Bentley Haynes, a distinguished man of letters with an extensive background in British automotive engineering, has graciously offered to provide the members of ISOA with free technical support in order to keep our Triumphs on the road. His resume was outlined in the April issue of Snicc Braaapp. Due to the unusually high volume of questions from ISOA members, he has requested that all technical inquiries be screened and forwarded to him by way of the secretary of ISOA using the digest mode. He is not able respond to direct questions, but your letters are very important to him, and they may be monitored by Scotland Yard for quality control. E-Mail him at: trstreep@sbcglobal.net.

Commencing with the April 2004 of Edition Snic Braaapp and submitted for your approval, the editors of SNICC BRAAAPP chose to include a new monthly "Question and Answer" column exclusively for technical support and advice. This feature became an "Advice to the Shopworn" of sorts for ISOA Triumph owners. Our contributing expert has been the renowned British author and wrenchsmith, Sir Bentley Haynes. Over the years, many readers have inquired as to Sir Bentley's expertise. We are happy to reprint this biographical thumbnail that first appeared in 2003.

Following service during the Big War as a cabin boy on the HMS Minnow, Bentley began his career as an apprentice draughtsman at the Standard Triumph Works Department and acquired his expertise by working under, in some cases, quite literally, the legendary Elwood Richardson, Ken's redheaded stepbrother. They became inseparable, and it was reported that they frequently spent many overtime hours in the dickeyseat of Elwood's prototype Mayflower, making sure that the suspension could withstand the strenuous pounding that comes from manly driving. He is credited with developing the famous "Bentley Blower" variable induction system, the inspiration for which is rumoured to have come from one of these late-night sessions.

Sir Bentley is perhaps best remembered for developing the left-handed monkey spanner [not to be confused with the monkey spanker on which he also worked extensively.] He was also instrumental in the installation

of radiator fans on the "Sabrina" TRs, which came so close to victory at LeMans. Later he drove a specially prepared Razor Edge Triumph 2000 Saloon in the Alpine Rallye Series in the mid sixties, until an unfortunate mishap with a goat ended his racing career. [The incident was captured on film by a traveling camera crew and has recently been downloaded onto YouTube. It's now possible, through the miracles of cyberspace, to view Bentley and that goat, along with other cloven-hoofed animals, at Goats.I.L.F.com.]

In the late sixties, he turned his attention to arts and letters and worked briefly with the Monty Python Troupe, contributing greatly to the "Lumberjack" sketch, [some say from first hand experience.] Later, he surfaced as a quality control inspector for Rimmer Bros. Pacific Rim Division, specializing in timing chain tensile strength testing, before turning his efforts to full time wordsmithing.

His works include: *The Complete Guide to Lucas Electrical Fault-Finding, Volume I* [AC/DC through Dynamos] [13,872 pages]; *Competition Modification for the Standard Ten, Don't Sweat the Swarf*, and *The Definitive Handbook on Mayflower Sequential Port Injection Conversion*. He has also served as a technical advisor for the Wisconsin Triumph Club.

A life-long bachelor, Bentley now lives in semi-retirement on his ancestral estate, Neverland at Blueballs on Talleywacker, Middlesex Lane, Sleaford near Twickenham, NG21 PE17, A4, Blidworth on the Avon, where you may address your inquiries. Occasionally, he has been seen calibrating audiometers to supplement

his meager pension.

We look forward to many years of invaluable advice from such a renowned individual, and we hope that the extra profits from this year's calendar sales will help pay for his trip to House on the Rock in 2008 where he has been asked to serve as our guest speaker for the Convention banquet. His counsel is geared exclusively toward experienced mechanics only.

Do not attempt any of his repair proposals on your own. ISOA, its board of directors, Snykk Burrpp, or its editors accept no responsibility or liability for mishaps that result in attempting to follow his suggestions.

Dear Sir Bentley,

After years of self-imposed Triumph exile, I have recently acquired a most unique automobile on EBay, which the seller assures me, is an extremely rare Triumph. The model in question is a badged "Triumph Ten Shooting Brake," and it is said to contain a prototype "Twiggy" engine*. I have always wanted a touring Triumph, and this could well be the answer to my prayers. I do want to show it at national shows, so its authenticity is most essential to me.

I am enclosing a photo of the car and I would like any information that you might be able to provide.

EW, Mt Prospect .

PS - Are those Manteno brothers still in the club? They tried to ruin my reputation, but now I'm back.



through the Dutch Alps.

As to your query, firstly, authenticate the commission numbers. The prefix letters on the scuttle should be P.O.S., and the numbers should not exceed 1. Look for the extremely singular pink and white barber striped hoses on the radiator and check to see if the dynamo belt is the proper 3/32" width. The car should also have the especial

planetary T5 transmission that was proprietary for that model only.

As with many of that product line, the car featured the Standard Triumph Oxidation Package, and the photos appear to indicate that this option was appropriately fitted. [This option allowed the body to lighten its gross weight through an ingenious system of chemical reactions to salt, air, and water which permitted, extended periods of time between engine overhauls with no penalty in performance through systematic weight reduction].

Be sure to verify that the number of teeth of the pinion gear. If

original, the car will have the very rare 2:11 gear ratio, enabling you to attain a 28% reduction in RPM while still realizing extremely first-rate economy on the open road.

Lastly, to authenticate that you have actually purchased this rarest of Triumphs, look inside the right rear wheel well. If you find a black leather mask with silver studs and fringe around the edges, it's the original.

As to the worth, I should think that a car of this rarity should fetch well into triple figures and following a complete and thorough restoration, would easily bring only slightly less. It's probably best to leave the patina on the exterior and not to bodge it up by doing any painting. I would just apply a light coat of Duckhams cleaner/wax or a thin coat of ATF, and enter it in judged concours as is.

BH

PS, If it's not too much trouble, would you please send the mask to my home address in a plain wrapper? I have been looking for it for some time.

My Dear Earl,

It would appear as if you have come across the holy grille of Triumphs - the celebrated missing Works Rally POS 666, code named "Zit." This unique vehicle should have the 5.2 litre in-line, wet liner, DHOC, throttle body, twin turbo Twiggy* engine.

Elwood Richardson and I worked at length on this car and hoped to have it prepared to compete in the 1958 "Tail of the Schipperke" Rallye in Belgium. Were it not for a regrettable incident [I swear as God as my witness, I thought that lad was 18] which led to our extended confinement, we would have campaigned that car successfully



*Unlike the ensuing DOHC bulbous Sabrina engine, whose performance was known to sag after only a few thousand miles, the Twiggy motors, with their miniscule cam cover protuberances were able to maintain their functionality without any noticeable drop in output, despite constant handling by the apprentices in the Works Dept. The Twiggy used a thin bore combustion chamber with plasma sprayed on the cylinder walls to reduce weight over the cast iron liners in the Sabrina. It had an especial 90, 90, 90, 90, camshaft profile which allowed it to combust, compress, take and exhaust the petrol mixture simultaneously, giving great performance and still achieve incredible fuel economy.

The smaller than normal pistons, or jugs as they were sometimes called by you Yanks, were occasionally stuffed with wadding of extra Kleenex tissue to bring the engine up to the necessary displacement to compete against the factory teams for Porsche and Ferrari, against whom the Twiggy more than held its own. Part of the reason for their success was that, unlike the top-heavy Sabrina engine, there was no need to reinforce or support the cam covers, thereby reducing the engine's weight.

Sadly, the Twiggy motors were often mistaken for sidevalve, or as you North Americans refer to them, flathead engines and many of these were misguidedly removed and replaced with the more common "Big Block" motors, thus necessitating a very elaborate system of hooks, eyes, and clasps to keep the necessary reinforcement gussets in place. These devises were extremely difficult to remove, and consequently, they soon fell out of favour with the racing fraternity.

The Twiggy engines, like many of the other Triumph prototypes, were abandoned after the BL takeover in 1961 and only a few are known to survive. Rumour has it that one such engine is still in existence and is located in the provincial community of Crystal Lake, Illinois, in North America. The owner is said to be an eccentric, elderly gentleman who plans to install the engine in a Herald, which would be a sad situation indeed, since the Herald is already so grossly overpowered to begin with.



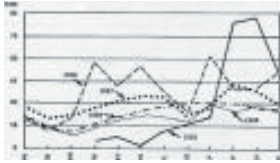


1977: Long hair
2007: Longing for hair

1977: Screw the system
2007: Upgrade the system

•Bottle caps have always been screw off and plastic.

1977: KEG
2007: EKG



1977 Parents begging you to get your hair cut.
2007: Children begging you to get their heads shaved

•The CD was introduced the year they were born.

•They have always had an answering machine

1977: Acid rock
2007: Acid reflux

1977: Passing the drivers' test
2007: Passing the vision test

•They have always had cable.

•They cannot fathom not having a remote control.

1977: Trying to look like Marlon Brando or Liz Taylor
2007: Trying NOT to look like them

1977: Whatever
2007: Depends

•Popcorn has always been cooked in the microwave.

1977: Seeds and stems
2007: Roughage

The next time some kid pulls along side of you and asks "What kind of car is that?" you might want to consider a few of the following.

•They never took a swim and thought about Jaws.

1977: Hoping for a BMW
2007: Hoping for a BM

•The people who are starting college this year were born in 1989.

•They can't imagine what hard contact lenses are.

1977: Going to a new, hip joint
2007: Receiving a new hip joint

•They are too young to remember the space shuttle blowing up.

•They don't know who Mork was or where he was from.

1977: Rolling Stones
2007: Kidney Stones

•Their lifetime has always included AIDS.

•They do not care who shot J. R. and have no idea who J. R. even is.

We received these images from the Chinese Department of Occupational Safety & Health Administration, which go a long way to explain why labor in the Orient is more economical than in North America.



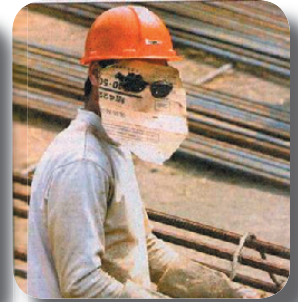
Osha approved hardhat



Osha approved scaffolding



Osha dust and particle free breathing aparatus

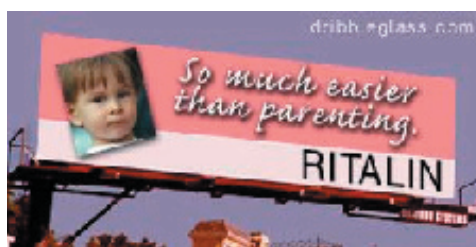


Lightweight welder's mask



Old Triumphs

submitted by ISOA International Bureau Chief Tony Beadle

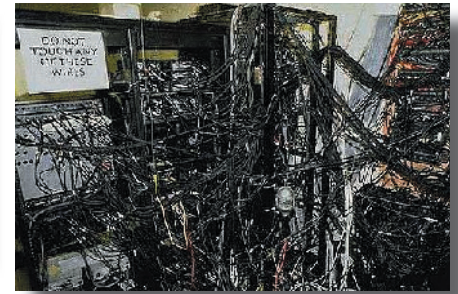




What? Too many shakes?



Looks like UPS wins!!!



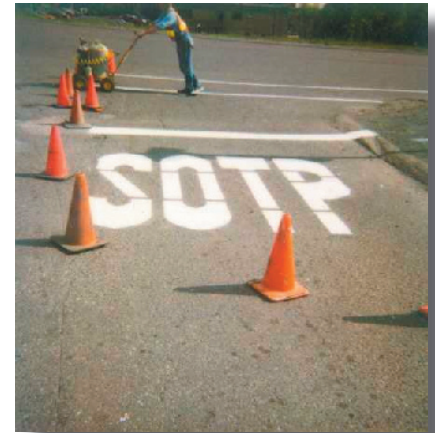
Oh, come on... just one?



starting with spelling



...I think it was the FedEx driver



I bet this is by the school that teaches Arithmetic



Sometimes a name change is the best idea...



Take me to the cleaners, baby!



Pork the one you love?



How the hell can I write if I'm ILLITERATE!!!!



Everything you need for your 'shotgun' wedding!



Good Job!!



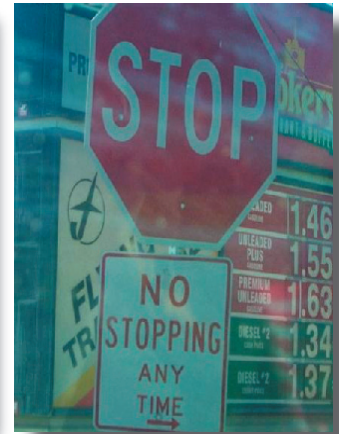
You can't get there from here!



It's a good deal, but... oh, the college costs!



??? McLogic gone wrong...



I'm Confused...



What?



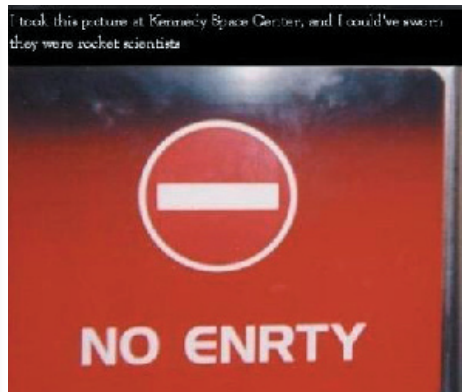
Load 'em up with burritos, Mom!!



I can't even comment on this one



Beautiful, lush lawns of dirt...



Speling iz knot imprtunt fir astranawts



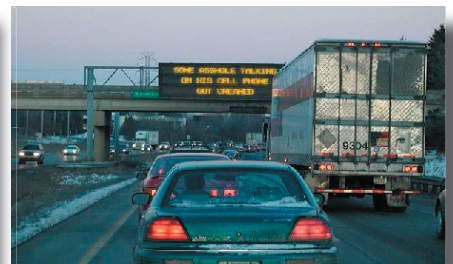
Watch out for that first step



Make up your mind!!!



I told you not to pile that last container on top.



it must have been the FedEx driver...



Darwin Awards

FROM THE WEBSITE OF MICHAEL LEDEEN
[HTTP://PAJAMASMEDIA.COM/XPRESS/MICHAELLE-DEEN/2007/12/25/DARWIN_AWARDS_2007.PHP](http://PAJAMASMEDIA.COM/XPRESS/MICHAELLE-DEEN/2007/12/25/DARWIN_AWARDS_2007.PHP)



Once again, it's time for the Darwin Award Nominees. The Darwins are awarded every year to the persons who died in the most stupid manner, thereby removing themselves from the gene pool. There's really no need for any comments here, except to marvel at the fantasy, creativity and colossal stupidity that led these people (all men?) to remove themselves from the gene pool. This years nominees are:

•Nominee No. 1: [San Jose Mercury News] An unidentified man, using a shotgun like a club to break a former girlfriends windshield, accidentally shot himself to death when the gun discharged, blowing a hole in his gut.

•Nominee No. 2: [Kalamazoo Gazette] James Burns, 34, (a mechanic) of Alamo, MI. was killed in March as he was trying to repair what police describe as a "farm-type truck". Burns got a friend to drive the truck on a highway while Burns hung underneath so that he could ascertain the source of a troubling noise. Burns clothes caught on something however, and the other man found Burns "wrapped in the drive shaft".

•Nominee No. 3: [Hickory Daily Record] Ken Charles Barger, 47, accidentally shot himself to death in December in Newton, NC. Awakening to the sound of a ringing telephone beside his bed, he reached for the phone but grabbed instead a Smith & Wesson 38 Special, which discharged when he drew it to his ear.

Nominee No. 4: [UPI, Toronto] Police said a lawyer demonstrating the safety of windows in a downtown Toronto skyscraper crashed through a pane with his shoulder and plunged 24 floors to his death. A police spokesman said Garry Hoy, 39, fell into the courtyard of the Toronto Dominion Bank Tower early Friday evening as he was explaining the strength of the buildings windows to visiting law students. Hoy previously has conducted demonstrations of window strength according to police reports. Peter Lawson, managing partner of the firm Holden Day Wilson, told the Toronto Sun newspaper that Hoy was "one of the best and brightest" members of the 200-man association.

•Nominee No. 5: [The News of the Weird] Michael Anderson Godwin made News of the Weird posthumously. He had spent several years awaiting South Carolinas electric chair on a murder conviction before having his sentence reduced to life in prison. While sitting on a metal toilet in his cell attempting to fix his small TV set, he bit into a wire and was electrocuted.

•Nominee No. 6: [The Indianapolis Star] A cigarette lighter may have triggered a fatal explosion in Dunkirk, IN. A Jay County man, using a cigarette lighter to check the barrel of a muzzleloader, was killed Monday night when the weapon discharged in his face, sheriffs' investigators said. Gregory David Pryor, 19, died in his parents rural Dunkirk home at about 11:30 PM. Investigators said Pryor was cleaning a 54-caliber muzzle-loader that had not been firing properly. He was using the lighter to look into the barrel when the gunpowder ignited.

•Nominee No. 7: [Reuters, Mississauga, Ontario] A man cleaning a bird feeder on the balcony of his condominium apartment in this Toronto suburb slipped and fell 23 stories to his death. Stefan Macko, 55, was standing on a wheelchair when the accident occurred, said Inspector Darcy Honer of the Peel Regional Police.

"It appears that the chair moved, and he went over the balcony," Honer said.

•Finally, THE WINNER!!!: [Arkansas Democrat Gazette] Two local men were injured when their pickup truck left the road and struck a tree near Cotton Patch on State Highway 38 early Monday. Woodruff County deputy Dovey Snyder reported the accident shortly after midnight Monday. Thurston Poole, 33, of Des Arc, and Billy Ray Wallis, 38, of Little Rock, were returning to Des Arc after a frog catching trip. On an overcast Sunday night, Pooles pickup truck headlights malfunctioned. The two men concluded that the headlight fuse on the older-model truck had burned out. As a replacement fuse was not available, Wallis noticed that the .22 caliber bullets from his pistol fit perfectly into the fuse box next to the steering-wheel column. Upon inserting the bullet the headlights again began to operate properly, and the two men proceeded on eastbound toward the White River Bridge. After Traveling Approximately 20 miles, and just before crossing the river, the bullet apparently overheated, discharged, and struck Poole in the testicles. The vehicle swerved sharply right, exiting the pavement, and striking a tree Poole suffered only minor cuts and abrasions from the accident but will require extensive surgery to repair the damage to his testicles, which will never operate as intended. Wallis sustained a broken clavicle and was treated and released. "Thank God we weren't on that bridge when Thurston shot his balls off, or we might both be dead," stated Wallis "I've been a trooper for 10 years in this part of the world, but this is a first for me. I can't believe that those two would admit how this accident happened," said Snyder. Upon being notified of the wreck, Lavinia (Poole's wife) asked how many frogs the boys had caught and did anyone get them from the truck???

(Though Poole and Wallis did not die as a result of their misadventure as normally required by Darwin Award Official Rules, it can be argued that Poole did, in fact, effectively remove himself from the gene pool.)

With opening day for the Cubs just around the corner, we thought a few of these might be appropriate.

LOVABLE LOSERS
WHILE ONLY SOME CUB FANS ARE LOVABLE, ALL CUB FANS ARE LOSERS.

Universal sign for choking

TRADITION
YOU SUCK. ALWAYS HAVE, ALWAYS WILL.

BLASPHEMY
JUST CONSIDER THIS DIVINE RETRIBUTION FOR BELIEVING JESUS DIED SO THAT A PATHETIC BASEBALL TEAM MIGHT WIN THE WORLD SERIES ONCE EVERY CENTURY.

CLASS
OR, IN YOUR CASE, SOMETHING THAT RHYMES WITH IT.

If you won a World Series...
Raise your hand.

SPIRITUALITY
EVEN IN THE UNLIKELY EVENT THAT GOD DOES CARE ABOUT BASEBALL, IT'S PRETTY OBVIOUS HE DOESN'T GIVE A RAT'S ASS ABOUT THE CUBS.

SCAPEGOATING
THE SECRET TO SUCCESS IS KNOWING WHO TO BLAME FOR YOUR FAILURES.

FRUSTRATION
WHEN YOU SUCK AT BASEBALL, JUST PUNCH PEOPLE IN THE FACE.

PERSPECTIVE
IF YOU THINK ABOUT IT, THE DIFFERENCE BETWEEN 95 YEARS OF FUTILITY AND 96 YEARS OF FUTILITY IS ONLY 1.051631579 PERCENT.

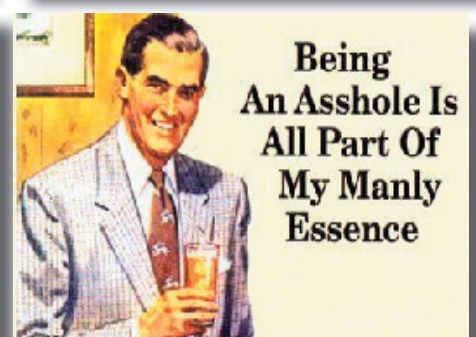
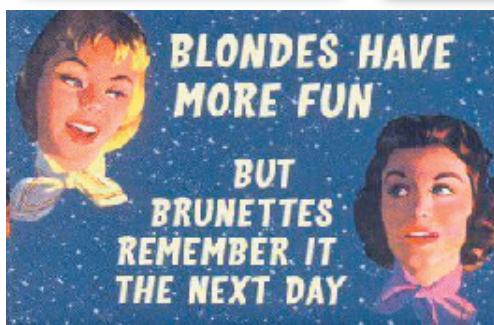
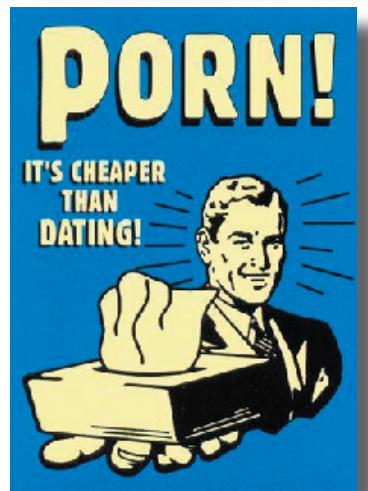
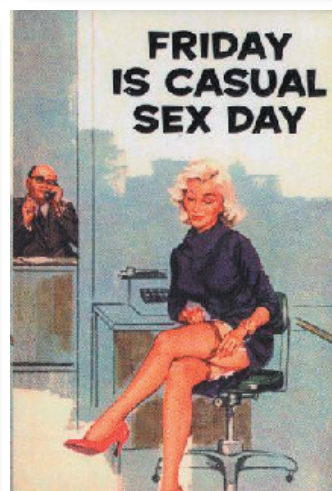
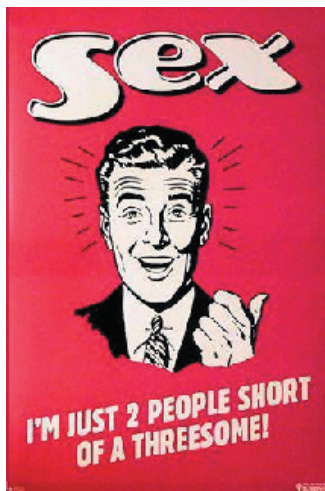
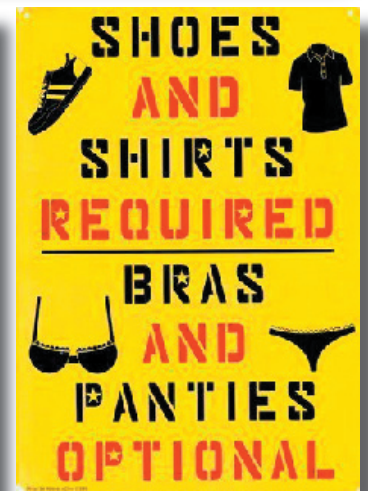
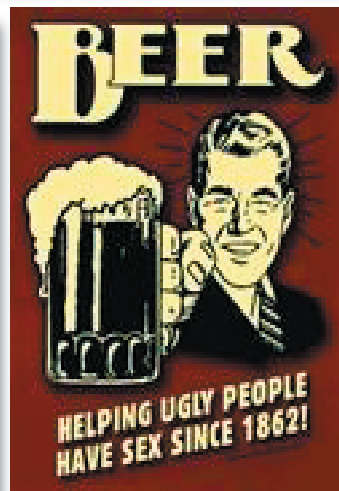
FAILURE
YOU TRIED, AND YOU FAILED. THE LESSON IS: NEVER TRY.

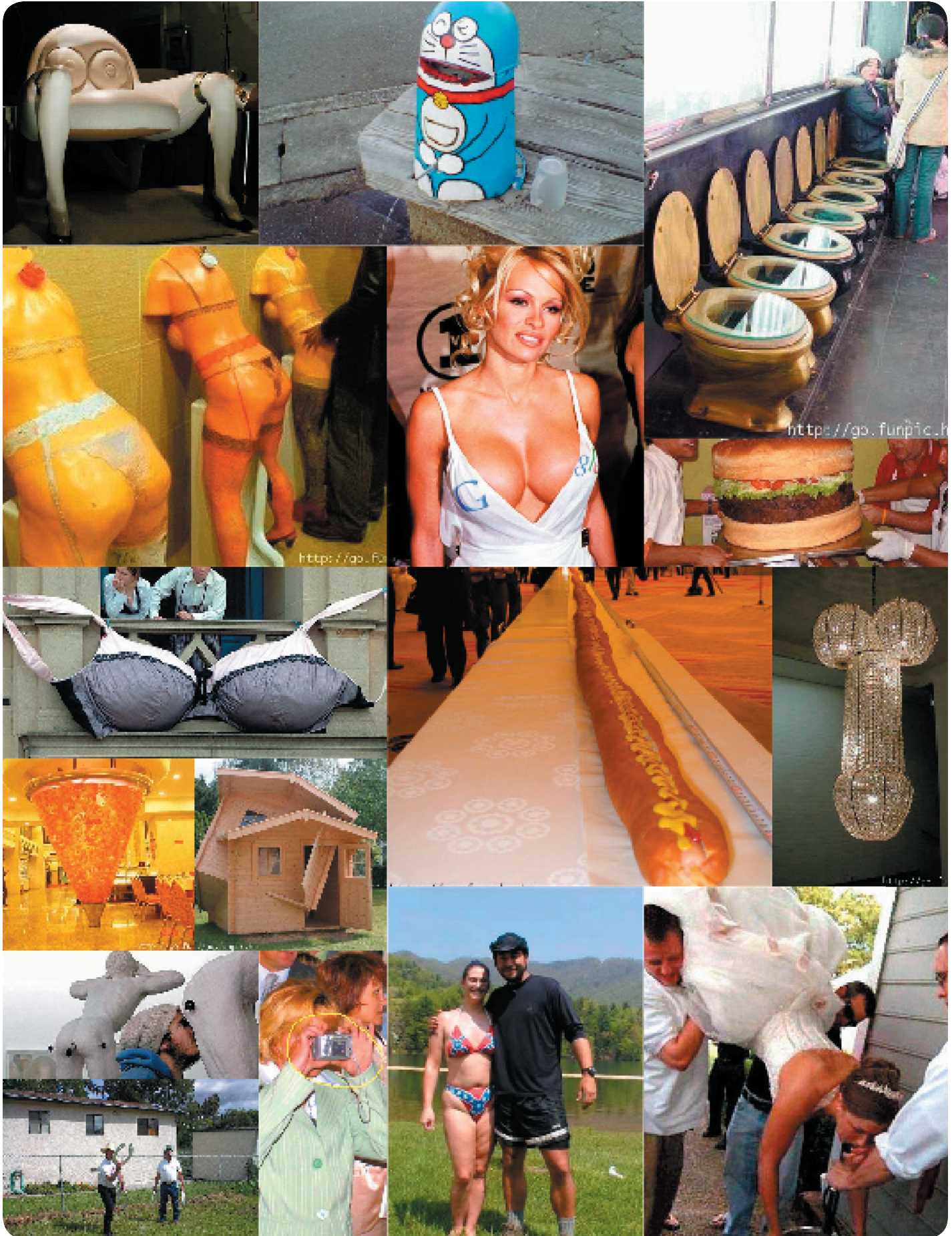
Choke

Official Soft Drink of the Cubs



We recently discovered these 50's posters in Uncle Voytek's and Aunt Wanda's attic. Somehow, they seemed more innocent back in the day.







We received this bit of text from Mike "Toofus" Mueller. He writes that it does not apply to any members of ISOA [or any of his brothers-in-law].



ENGINEERS EXPLAINED

People who work in the fields of science and technology are not like other people. This can be frustrating to the nontechnical people who have to deal with them. The secret to coping with technology-oriented people is to understand their motivations. This chapter will teach you everything you need to know. I learned their customs and mannerisms by observing them, much the way Jane Goodall learned about the great apes, but without the hassle of grooming.

Engineering is so trendy these days that everybody wants to be one. The word "engineer" is greatly overused. If there's somebody in your life who you think is trying to pass as an engineer, give him this test to discern the truth

ENGINEER IDENTIFICATION TEST

You walk into a room and notice that a picture is hanging crooked. You:

- A. Straighten it.
- B. Ignore it.
- C. Buy a CAD system and spend the next six months designing a solar-powered, self-adjusting picture frame while often stating aloud your belief that the inventor of the nail was a total moron.

The correct answer is "C" but partial credit can be given to anybody who writes "It depends" in the margin of the test or simply blames the whole

stupid thing on "Marketing."

SOCIAL SKILLS

Engineers have different objectives when it comes to social interaction. "Normal" people expect to accomplish several unrealistic things from social interaction: such as, stimulating and thought-provoking conversation, important social contacts, or a feeling of connectedness with other humans. In contrast to "normal" people, engineers have rational objectives for social interactions: get it over with as soon as possible, avoid getting invited to something unpleasant, and demonstrate mental superiority and mastery of all subjects.

FASCINATION WITH GADGETS

To the engineer, all matter in the universe can be placed into one of two categories:

- A - things that need to be fixed, and
- B - things that will need to be fixed after you've had a few minutes to play with them. Engineers like to solve problems. If there are no problems handily available, they will create their own problems. Normal people don't understand this concept; they believe that if it ain't broke, don't fix it. Engineers believe that if it ain't broke, it doesn't have enough features yet. No engineer looks at a television remote control without wondering what it would take to turn it into a stun gun. No engineer can take a shower without wondering if some sort of Teflon coating would make showering unnecessary. To the engineer, the world is a toy box full of sub-optimized and feature-poor toys.

FASHION AND APPEARANCE

Clothes are the lowest priority for an engineer, assuming the basic thresholds for temperature and decency have been satisfied. If no appendages

are freezing or sticking together, and if no genitalia or mammary glands are swinging around in plain view, then the objective of clothing has been met. Anything else is a waste.

LOVE OF "STAR TREK"

Engineers love all of the "Star Trek" television shows and movies. It's a small wonder, since the engineers on the starship Enterprise are portrayed as heroes, occasionally even having sex with aliens. This is much more glamorous than the real life of an engineer, which consists of hiding from the universe and having sex without the participation of other life forms.

DATING AND SOCIAL LIFE

Dating is never easy for engineers. A normal person will employ various indirect and duplicitous methods to create a false impression of attractiveness. Engineers are incapable of placing appearance above function. Fortunately, engineers have an ace in the hole. They are widely recognized as superior marriage material: intelligent, dependable, employed, honest, and handy around the house. While it's true that many normal people would prefer not to date an engineer, most normal people harbor an intense desire to mate with them, thus producing engineer-like children who will have high-paying jobs long before losing their virginity.

Male engineers reach their peak of sexual attractiveness later than normal men, becoming irresistible erotic dynamos in their mid thirties to late forties. Just look at these examples of sexually irresistible men in technical professions: Bill Gates. MacGyver. Etcetera

Female engineers become irresistible at the age of consent and remain that way until about thirty minutes after their clinical death. Longer if it's a warm day.

HONESTY

Engineers are always honest in matters of technology and human relationships. That's why it's a good idea to keep engineers away from customers, romantic interests, and other people who can't handle the truth. Engineers sometimes bend the truth to avoid work. They say things that sound like lies but technically are not because nobody could be expected to believe them. The complete list of engineer lies is listed below.

"I won't change anything without asking you first."

"I'll return your hard-to-find cable tomorrow."

"I have to have new equipment to do my job." "I'm not jealous of your new computer."

FRUGALITY

Engineers are notoriously frugal. This is not because of cheapness or mean spirit; it is simply because every spending situation is simply a problem in optimization, that is, "How can I escape this situation while retaining the greatest amount of cash?"

POWERS OF CONCENTRATION

If there is one trait that best defines an engineer it is the ability to concentrate on one subject to the complete exclusion of everything else in the environment. This sometimes causes engineers to be pronounced dead prematurely. Some funeral homes in high-tech areas have started checking resumes

before processing the bodies. Anybody with a degree in electrical engineering or experience in computer programming is propped up in the lounge for a few days just to see if he or she snaps out of it.

RISK

Engineers hate risk. They try to eliminate it whenever they can. This is understandable, given that when an engineer makes one little mistake, the media will treat it like it's a big deal or something.

EXAMPLES OF BAD PRESS FOR ENGINEERS

- Hindenberg.
- Space Shuttle Challenger.
- SPANet(tm)
- Hubble space telescope.
- Apollo 13.
- Titanic.
- Ford Pinto.

The risk/reward calculation for engineers looks something like this:

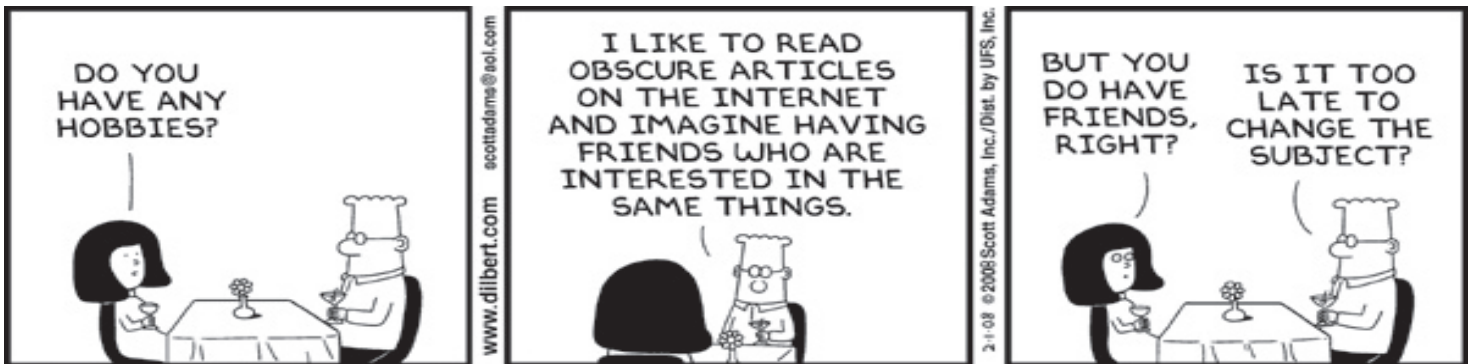
- Risk: Public humiliation and the death of thousands of innocent people.
- Reward: A certificate of appreciation in a handsome plastic frame. Being practical people, engineers evaluate this balance of risks and rewards and decide that risk is not a good thing. The best way to avoid risk is by advising that any activity is technically impossible for reasons that are far too complicated to explain. If that approach is not sufficient to halt a project, then the engineer will fall back to a second line of defense: "It's technically possible but it will cost too much."

Ego

Ego-wise, two things are important to engineers:

- How smart they are.
 - How many cool devices they own.
- The fastest way to get an engineer to solve a problem is to declare that the problem is unsolvable. No engineer can walk away from an unsolvable problem until it's solved. No illness or distraction is sufficient to get the engineer off the case. These types of challenges quickly become personal -- a battle between the engineer and the laws of nature. Engineers will go without food and hygiene for days to solve a problem. (Other times just because they forgot.) And when they succeed in solving the problem they will experience an ego rush that is better than sex--and I'm including the kind of sex where other people are involved. Nothing is more threatening to the engineer than the suggestion that somebody has more technical skill.

Normal people sometimes use that knowledge as a lever to extract more work from the engineer. When an engineer says that something can't be done (a code phrase that means it's not fun to do), some clever normal people have learned to glance at the engineer with a look of compassion and pity and say something along these lines: "I'll ask Bob to figure it out. He knows how to solve difficult technical problems." At that point it is a good idea for the normal person to not stand between the engineer and the problem. The engineer will set upon the problem like a starved Chihuahua on a pork chop.



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FROM THE MANTEL ARCHIVES.

•Hubby and I had to have the garage door repaired. The Sears repairman told us that one of our problems was that we did not have a "large" enough motor on the opener. I thought for a minute, and said that we had the largest one Sears made at that time, a 1/2 horsepower. He shook his head and said, "Lady, you need a 1/4 horsepower." I responded that 1/2 Was larger than 1/4. He said, "NO, it's not. Four is larger than two." We haven't used Sears repair since.

• I live in a semi rural area. We recently had a new neighbor call the local township administrative office to request the removal of the Deer Crossing sign on our road. The reason: "Too many deer are being hit by cars out here! I don't think this is a good place for them to be crossing anymore." From Kingman , KS

• My daughter went to a local Taco Bell and ordered a taco. She asked the person behind the counter for "minimal lettuce." He said he was sorry, but they only had iceberg. He was a Chef? Yep...From Kansas City!

• I was at the airport, checking in at the gate when an airport employee asked, "Has anyone put anything in your baggage without your knowledge?" To which I replied, "If it was without my knowledge, how would I know?" He smiled knowingly and nodded, "That's why we ask." Happened in Birmingham , Ala.

•The stoplight on the corner buzzes when its safe to cross the street. I was crossing with an intellectually challenged coworker of mine. She asked if I knew what the buzzer was for. I explained that it signals blind people when the light is red. Appalled, she responded, "What on earth are blind people doing driving?!" She was a probation officer in Wichita , KS

• At a good-bye luncheon for an old and

dear coworker: She was leaving the company due to "downsizing." Our manager commented cheerfully, "This is fun. We should do this more often." Not another word was spoken. We all just looked at each other with that deer-in-the-head-lights stare. This was a bunch at Texas Instruments.

• I work with an individual who plugged her power strip back into itself, and for the sake of her own life, couldn't understand why her system would not turn on. A deputy with the Dallas County Sheriffs office no less.

• When my husband and I arrived at an automobile dealership to pick up our car, we were told the keys had been locked in it. We went to the service department and found a mechanic working feverishly to unlock the driver's side door. As I watched from the passenger side, I instinctively tried the door handle and discovered that it was unlocked. "Hey," I announced to the technician, "Its open!" His reply, "I know - I already got that side." This was at the Ford dealership in Canton, Mississippi!

•I was at the checkout of a K-Mart. The clerk rang up \$46.64 charge. I gave her a fifty dollar bill. She gave me back \$46.64. I gave it back to her and told her that she had made a mistake in MY favor and gave her the money back. She became indignant and informed me she was educated and knew what she was doing, and returned the money again. I gave her the money back again...same scenario! I departed the store with the \$46.64.

•This actually happened to me in Austin at MoPac Blvd and Parmer Lane . I walked into a Mickey D's with a buy-one-get-one-free coupon for a sandwich. I handed it to the girl and she looked over at a little chalkboard that said "buy one-get one free." "They're already buy-one-get-one-free", she said, "so I guess they're both free" She handed me my free sandwiches and I walked out the door.

•One day I was walking down the beach with some friends when one of them shouted, "Look at that dead bird!" Someone looked up at the sky and said, "Where?"

•While looking at a house, my brother asked the real estate agent which direction was north because, he explained, he didn't want the sun waking him up every morning. She asked, "Does the sun rise in the north?" When my brother explained that the sun rises in the east, and has for sometime, she shook her head and said, "Oh I don't keep up with that stuff."

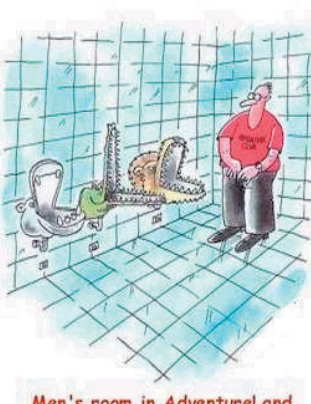
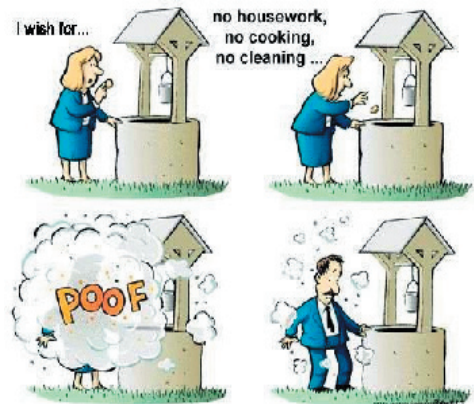
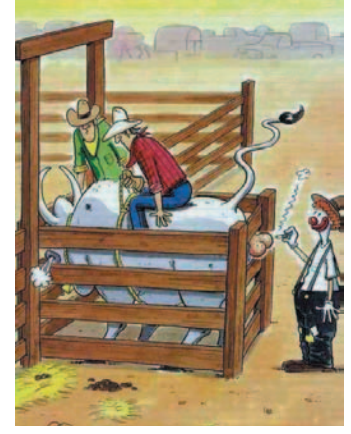
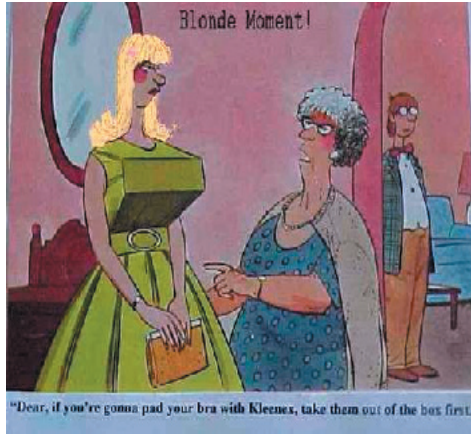
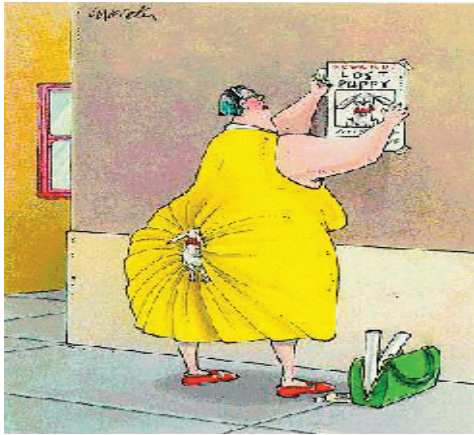
•I used to work in technical support for a 24/7 call center. One day I got a call from an individual who asked what hours the call center was open. I told him, "The number you dialed is open 24 hours a day, 7 days a week." He responded, "Is that Eastern or Pacific time?" Wanting to end the call quickly, I said, "Uh, Pacific."

•My sister has a lifesaving tool in her car designed to cut through a seat belt if she gets trapped. She keeps it in the trunk.

•My friends and I were on a beer run and noticed that the cases were discounted 10%. Since it was a big party, we bought 2 cases. The cashier multiplied 2 times 10% and gave us a 20% discount.

•I couldn't find my luggage at the airport baggage area, so I went to the lost luggage office and told the woman there that my bags never showed up. She smiled and told me not to worry because she was a trained professional and I was in good hands. "Now," she asked me, has your plane arrived yet?"

•While working at a pizza parlor I observed a man ordering a small pizza to go. He appeared to be alone and the cook asked him if he would like it cut into 4 pieces or 6. He thought about it for some time before responding. "Just cut it into 4 pieces; I don't think I'm hungry enough to eat 6 pieces."





SNIC BRAAAPP

APRIL 2008

Vol. IV Issue No. 429, \$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

A LITTLE BS FROM BS

NEWS AND VIEWS FROM THE BUSTED KNUCKLE GARAGE

Long-time members of our little fraternity were probably not the least surprised to find that the first few pages of this month’s snoozeletter were a spoof.



For as long as there has been a SNIC BRAAAPP, and even longer, the editors have taken even more liberty than usual with decorum in the April edition. In the past few years, ISOA has merged with the Model A Ford Club, been taken over by the religious right, and been outsourced to Southeast Asia, at least on the cover of the April issue. This year, we were inspired by the good sisters on the national board of Delta Zeta, who decided that some of the girls at the DePauw University chapter were not quite up to their national sorority’s standards of pulchritude. We thought that it might be a little amusing if a national Triumph club took the same pompous attitude toward a local affiliate.

For the record, VTR has not put us on double secret probation and, in fact, does not have any wax criteria or beauty standards required for membership. [Their

only criterion is that your annual dues check clears.]

For the benefit of any newbies who might have actually thought that our club has been kicked off campus, let us assure you that ISOA has been, and will continue to be the flagship chapter of VTR. Even though we have occasionally been accused of having an Animal House image, in fact, not only do we have members who have received multiple concours awards, we have cars in our chapter that have received the highest awards that VTR can bestow

So don’t worry brothers [and sisters] of ΙΣΩΑ, even if you’ve accumulated a little dust on your upper control arms or have a dab of fluid underneath your Triumph, you are always welcome in our house.

PS The part number for Girott’s Garage Best of Show wax is 11171



INSIDE YOUR APRIL SNIC BRAAAPP

Chili Party

Swap Meet

Tony Beadle’s “Irrelevant Ramblings”

“Classic”fieds

Lots More Stuff



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.



ISOA EVENTS OF IN "TR" EST

Month	Date	Day	Time	Event
Apr.	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	12th	Sat.	8:00 AM	Distributor Clinic, - <i>Pyle's 320 N. Linden, Itasca</i> ,* 630/773-4806
	31st			25th Annual <i>House on the Rock Tour</i>
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]
	10th	Sat.	8:00 AM	Breakfast Run. Meet at Larry's Diner 1131 West Lockport Rd, Plainfield Ph. Doug Larson [815/725-8608] for details
	17th	Sat.	11:00 AM	West Leyden Car Show, Northlake Ph. Rob Paczowski 630/989-1610
	16-8	Fr-Sun.		SVRA Vintage GT Challenge - Road America, Elkhart, WI
	23-5	Fr-Sun.		Champaign British Car Show
	31	Sat.		Chi-Town Cruise McCormick Place http://www.chitownkruze.com/
Jun.	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	8th	Sun.		Michiana British Car Show, South Bend, IN
	8th	Sun.		Peoria British Car Show
	11-15	W-Sa.		TRA National Convention, Huron, OH
	15th	Sun.		Wisconsin British Car Show, Sussex, WI - John Stockinger 262/521-107221
	21st	Sat.		St. Andrew Society Highland Games British Car Show, Oak Brook
	27th	Fri.	6:30 PM	Drive-In Movie Night Meet at Augustino's, 300 West North Ave, West Chicago
28th	Sat.	10:30 AM	TR Fore! ISOA Golf Outing Ph. Bruce Barnett [847/301-8276] for details	
July	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] [<u>NOT THE 1ST SUNDAY</u>]
	11-13	Fr-Sun.		ISOA Spring Campout - Galena Area Ph. Bob Crowley [630/355-7943] for details
	13th	Sun.		British Boots & Bonnets British Car Show, Poplar Grove, IL
	26-7	Sa-Sun..		VSCDA at Autobahn Country Club, Joliet
August	3rd	Sun.		Transportation Extravaganza, IL Railway Museum, Union, IL
	3rd	Sun.		Meadowbrook Car Show, near Detroit, MI
	5-8	Tu-Fr		VTR National Convention, Ypsilanti, MI
	10th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] - <i>Not the first Sunday</i>
	17th	Sun.		Orphan Auto Picnic, Aurora, IL
	22nd	Fri.		White Trash Night, Sycamore Speedway
	31st	Sun.		ISOA Annual Turnabout Picnic Hampshire
	31st	Sun.		Milk Pail Car Show, East Dundee
	TBA	Sun.		Heartland British Car Show, Davenport, IA

*note location change



MOORE ON THE MARQUE BY MARK "GUZZLER" MOORE



Greetings! At the time of this writing this, much to my displeasure, I have not had a chance to take the inaugural 2008 drive in my TR. We have had a few nice days but, the roads are still a mess with salt and pot holes. I hope by the time you read this the weather will have washed the streets clean and the sun will shine long enough for my car to find it's way out of the garage.

This doesn't mean I haven't had my fill of Triumph fun. Here in ISOA there is always something to do. Last weekend I helped (well stood around and talked) at the first phase of the Stag project. Honestly, there were enough people climbing all over that car that if I would have tried to do more I would have been in the way. I have my own TR6 project going on too, and that has been keeping me busy. Steve "Drippy" Yott has been working with me (or I should really say I with him) to get my TR6 ready for the 6pack Trials this fall.

The car (or at least most of it) is up at Drippy's and has been torn down to the bare shell. We have been replacing sheet metal in the body tub and hope to have it in primer soon. The motor has been disassembled, inspected, and the machine work is done. The plan is to reassemble it this weekend so by the time you read this it should be done. Not being a purest, and having that Tim Taylor "more power" gene, we have made a few modifications.

Let me start by saying I in no way claim to be an expert but, I'll run through some of the modifications we've made and the reasoning behind them. Upon inspection, the motor was in pretty good shape for having 100K on the clock. The only real problem was a stuck valve causing the car to essentially run on 5 cylinders. Other than that, the motor did not show excessive wear, the thrush washers weren't too loose, the bearings were at their end, but not far past it,

and the cylinders looked good.. The cylinders were within factory spec's, so we decided to just have them honed and replace the rings.

There is always the temptation to bore it out and use oversized pistons but, we didn't feel the slight power gain would be worth the added cost. The real power is made in the head. The better the motor breaths, the more power it makes. One Sunday Steve and I spent over 6 hours opening up and polishing the head ports, and then Steve spent additional time polishing after I left. We decided to go with stainless valves and a free breathing header to keep the air moving through the head with as little restriction as possible. Now that the air can get in and out, we choose to go with a S2 grind cam to help take advantage of the head work. This lets the valve stay open a little longer to help things move in and out better. The head was also shaved to bring the compression ratio to about 9:1.

The bottom end of the motor was refreshed. This involved having the crank turned .010 under fresh bearings and everything was balanced. The great weakness of the TR6 motor is the fact that it doesn't have cam bearings. This can be solved by having the motor line bored and using Spitfire cam bearings. We chose not to do this. The motor is not going to have an extreme compression ratio and it made good oil pressure, so we felt the additional cost was not necessary. I did splurge for an aluminum flywheel. This will help the motor rev up faster and is said to be a worth while improvement.

It will be a while before I get to find out just how much all this will mean in terms of additional horsepower. It would be really great to somehow be able to drive the car with the old motor and then just drive it with the new motor to feel the difference. To make matters even more confusing, I am used to driving my TR4A which is significantly faster than the TR6.. I am sure I will be able to feel the difference; it just wont be easy to remember how bad of a dog the car was.

Anyway, it will be quite a while before I am road testing the new motor. I just hope I can get some road time in the TR4 before the end of the month. I am starting to jones just to drive something

that came out of Coventry. I'll keep you posted on the progress on the TR6. It is starting to swing into high gear and is going to be my focus for the next few months.

Til Next Time

Guzzler.

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 - Pawlak [Early]	Joe "Stagmeister" 847/683-9683
Spitfire - [Late]	Bill "Mr. Bill" Jensen 815/729-9731
GT6	Dave "Snake" Shedor 847/9375078
Stag Pawlak	Joe "Stagmeister" 847/683-9683
Machinist	Bob "Opera Man" Crowley 630/355 2170
KeyMaster	Bob "Senile" Donile 630/837 3721
Electrical Pawlak Paint, Body,	Joe "Stagmeister" 847/683-9683



BRITISH CAR SWAP MEET



Like Pauxetauny Phil emerging from his winter hibernation, British car guys and gals poked their heads out from the snow and ice on Sunday February 24th to attend the yearly British Car Swap meet and Auto Jumble sponsored by the Chicagoland MG club and held at the DuPage County fairgrounds. The attendees did indeed see their shadows on the first, and so far only, nice Sunday of the year, and ISOAers from as far away as Indiana and Wisconsin were spotted among the treasure hunters.

As in the past, vendors filled the better part of two buildings and displayed their wares that ranged from brand new regalia and ephemera to used and abused items of questionable lineage.

Also, as in previous years, our club set up a recruiting booth to try to snare new converts to ISOA. Despite displaying back issues of SNIC BRAAAPP as part of the "hook," some new Triumphistae were added to the fold. [Maybe they needed some extra birdcage liner for their parakeets?] The booth also served a de facto hangout for club members, many of whom had not seen each other since the previ-



ous day's bowling extravaganza. For those who had bowled the day before, the swap meet served as the nightcap to an ISOA weekend doubleheader.

While Ebay has changed the way we buy and sell Triumph parts, particularly of the previously titled variety, there is just no substitute for actually fondling some greasy, rusty "stuff" in



the flesh, so to speak. Also, the swap meet doubles as a harbinger of spring and provides a great opportunity to get out of the house and hang out with Triumph folks as we fantasize about warm weather and top down motoring in our beloved LBCs. After all, if its time for the swap meet, can spring be far away?



text and graphics by Suds

READER CON "TR" IBUTIONS

CURSE YOU, BOB STREEPY!



BY NANCY KANZLER -

So, you had to ask readers to submit articles about their favorite "non-Triumph" cars last year. My husband, Dave Kanzler, enthusiastically wrote an article about his 240Z and his high school girlfriend, first love, blah, blah, blah. Then

this summer he saw a 204Z for sale at the Downers Grove Cruise night and called me on his cell, "Nancy, if I could have a 240Z to join my TR6, my life would be complete." I asked him if he was off his medication, we have two children to put through college. I thought that ended it.

Last October his company assigned him to a year-long consulting engagement in Orange County, Ca. Each week he heads out Monday and comes home Thursday night. Tired of renting cars at \$250 a week he approached the client and said, "Just give me car allowance for half that amount and I'll buy a car and sell it when I'm done with this engagement, it will be cheaper for you and less hassle for me." They took the bait, and what did my husband do? Did he go to CarMax and get a reliable used Toyota Corolla? NOOOOOOO, he bought a 1973 Datsun 240Z to use as his daily driver out there. He swears that a) he will sell it in a

year, and b) it will appreciate in value, rather than depreciate like a newer car would. I also overheard him telling his brother, "In Orange County, where every other MILF is driving a BMW or a Boxter, I just can't drive around in a Corolla." I'm not sure what a MILF is, must be some car-slang, but I'm skeptical of this whole transaction.

I blame you for putting these ideas in his head. Asking middle-aged men to reminisce about their favorite cars is a dangerous thing. Did you see the movie, "American Beauty?" He bought an old Tans Am and wound up getting his head blown off! Dave assures me that his "TR6 is his first and true car love, and that the 240Z is just a fling, that it doesn't really mean anything," and I'll trust that that is the case. However, if he drives home that little Asian floozy from Calif, I'm gonna come gunning for you.



The annual right of spring most widely known and loved throughout ISOAdom has to be the annual spring Chilifest, held this year at Chez Hurst in Joliet. Our hosts were hoping for a repeat of the previous few days' nice weather, but, although the temps were season for mid March, they failed to break the magic 50-degree level. At least it didn't snow. A nice turnout of more than 20 people put on their best St. Patrick's Day regalia and swarmed Sandy & Jerry's home on Saturday, March 15th. There were at least ten different chili recipes prepared by various ISOAers in attendance, and judging by the fact that there no leftovers, it can safely be assumed that all of the various formulas were judged excellent.



As many of the cooks tended to their crock-pots, their significant others gathered in the garage to talk Triumphs, and, more importantly, to be nearer to the beer. After all of the different chili concoctions were fully sampled, the judges awarded the third place bottle of Beano to Jeff and Karen Rust. The infamous roll of green toilet paper went to Bill and Sheri Pyle who finished 2nd in the balloting. The grand prize, a pair of scratch-off lotto tickets went to Mae Fox, whose chili took home the honors in just her first time in competition. [We suspect that if those tickets turn out to be winners, the Foxes will probably be in the market for another Triumph or two, God knows Phil could use a few more.]



Following the exercise in gastronomical excess, it was time for more sedentary activities and an hour of so of watching old House on the Rock videos seemed like a perfect way to spend a little couch time. [It had been hoped by many that Jerry would model his famous "special" apron, but, alas, such was not to be the case this year. More's the pity!] The featured films of the day were circa 1990 & 1991 and there was much jocularity over the differences in waistlines and hairlines over the last twenty years.



Somebody in the crowd thought it would be funny to put a whoopee cushion under a chair. [What a madcap bunch these ISOA folks are after a few beers.] As it turned out, the hostess herself selected that chair to sit on. Sandy assumed that the source of the sound was Bill Jensen. The sound seemed like a pretty good indicator that the Beano had started to wear off or that the spices had kicked in. In either case, the party broke up, literally and figuratively, about that time, but not before a good time was had by all.



text and graphics by Suds

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. caution: Do not read further if warning labels have been tampered with or removed.

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MARCH ISOA MEETING NOTES,
[IN CASE YOU MISSED IT]

Mack's Golden Pheasant welcomed nearly 50 ISOA members on Sunday March 2nd, many of whom had arrived early to listen to Joe "Stagmeister" Pawlak describe the plans for the club MacCartney Stag Restoration Project - [see article on p 28-9]. Adrian Jaworski of Naperville [1959 TR3A] was the only first timer in attendance.

President mark "Guzzler" Moore got the meeting under way at precisely 7:13 [7:00 official ISOA time] by introducing club officers in attendance. Mark showed those in attendance the new club promotional flyers printed and designed by Joe Pawlak, which were available to recruit possible new members.

There was a brief discussion on recent events, including a report on the transmission clinic by Tom Sotomayer, an account of the bowling party by Mike Blonder, and a description of the DuPage swap meet by Jeff Rust. Next, it was time to hear various project updates. Peter Schopperly led off by saying that he had removed the body form his TR6, with help from Gary Revis and others, in preparation of a framectomy. Joe Kaplon stated that he had not yet completed the rebuild on his Spitfire differential due to a lack of parts. Sheri Pyle said that after a lengthy hiatus, she was going to resume her quest to get the infamous "Girly Car" completed in time to take to VTR. [She did not say in what year.] Bill Jensen informed us that the overdrive installation on his Spitfire was progressing on schedule, although in Triumph restorations, that can be a nebulous expression. Several members of the Spinal Tappets were in attendance, fresh from a band rehearsal and they mentioned that they were well underway to recording a CD with all new material for the Detroit VTR.

Events Planner Jack "Spuds" Billimack spoke about plans for upcoming club activities. Among other

things, he elaborated on the upcoming carb clinic and the chili party [see page 26] at Hurst's. Sign-up sheets for both events were then passed around. Jack also explained that distributor clinic had been rescheduled for Pyle's instead of Kory's due to a work conflict. Spuds also listed several activities planned for May, including the club tune-up clinic, the Vintage Races at Road America, the British Car Show in Champaign and the Stabil Cruise at McCormick Place.

Following a break nominations were placed for the Peter M. Roberts and the Boomer Awards. The Boomer nominations went to: 1) Peter Schopperly, courtesy of Gary Revis, for not clamping the slings on the body of TR6 tightly enough causing collateral damage to the distributor when they came off as the body was being removed from the frame, 2) Bill "Whizmo" Pyle, by way of of Jerry Hurst, for failing to recall that he was still wearing the bowling shoe belonging to the Wood Dale Lanes when he left the bowling party, and 3) Mark "Silo" Fisher, from himself, for attempting hold a piece of material in his hand while he drilled it resulting in a very nice pilot hole in his finger. Peter currently has custody of the accolade for the month of March.

There was only one Peter M. Roberts's nomination. It went to Tom Sotomayer for lending an N.O.S. layshaft to Rich Scholl at the trans clinic in order for Rich get his gearbox back together.

The raffle was won by Steve "Drippy" Yott, who now has a very spiffy zebra-skinned steering wheel cover which he assures us will look great on his concours TR4A.

The meeting broke around 9:00. Begging your continued forbearance for any unintentional errors or omissions, I remain your humble and obedient scribe

Suds



2008 ISOA

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Commencing with this month's issue of Snic Braaapp, Mark "TR Elvis" Costello will be providing our readers with periodic updates on the progress of the restoration of the Stag being restored by ISOA in preparation for the 2009 Transamerica Charity Drive. In the opening installment, Mark describes the acquisition of the the project car.



PHASE 1: DOWN ON FACTOR'S FARM.

Without a doubt, the coolest thing about cruising to Factor's Indiana Triumph Farm to pick up the Stag for the Macartney TACD Project this March, was ten uninterrupted hours of conversation on the history and spirit of ISOA, as told to me by two of the club legends and past presidents, Joe "Stagmeister" Pawlack and Phil "Factor" Fox.

The reason for this road trip was to convey the car to be driven by John Macartney on the Trans America Charity Drive in the summer of 2009 from its current resting [rusting?] place in Indiana to the site of its glamour makeover: the world famous Triumph and Quarter Horse Ranch in Hampshire. Macartney will be raising money for non-for-profit organizations that specialize in the treatment of Post Traumatic Stress Disorder. ISOA and TSC have been honored with the opportunity to acquire and restore a Triumph Stag for this 10,000-mile adventure. The Charity drive is scheduled to begin April-May '09 and our club goal is to complete the car's total restoration in time to drive it to the 2009 Champaign British Car Festival.



Our club has assumed the responsibility for a full restoration with a little over a year to finish. This is quite an honor, as well as a formidable challenge for us, and one that few, if any, other clubs might be willing to accept. However, the opportunity to transform something ordinary into something legendary doesn't come along too often.

On March Sunday, March 9th, we had just made the switch to daylight savings time and, since none of Joe's house lights were on at 6:00 AM, my son Nick suspected that Joe had forgotten to change his alarm clock and might still be cutting z's. I called Joe, and he sounded as if Nick's speculation was correct. He vehemently denied this, but Nick and I didn't believe him. Joe was out of the house in seven minutes and ready to go. He fired up the Dodge pickup and double-checked all of the electrical connections on Doug Larson's trailer, the first official loan for the TTA Stag program.

It was pretty cozy in the pickup, but my son and I are small, so we knew the ride would be fine even for three passengers. [Besides, Nick had his Gameboy, so he was ok.] It

was still dark as we pulled out and Joe plugged in his GPS, AKA "Ms. Garmin," and off we went, only 24 short minutes since I woke him up. A good sign.

We drove through downtown Hampshire on our way to Rte.47, and Joe proudly pointed out the location of the VI Dataprint LLC International Headquarters. We passed the turn for the annual ISOA turnabout picnic, drove over some railroad tracks, and the trailer stayed attached - a good sign!

We stopped for breakfast at the McDonalds at 47 and 71. It had an aviators' theme throughout, and there were plastic and die-cast replica models of WWII, Korea, and Vietnam planes and jets. It was certainly one of the most interesting McDonald's I'd ever seen in, and I've been to a lot of them. [Ed Note: I'll bet not as many as Jay Holekamp]

Twenty minutes later with everyone fed, we were on the road again. We went southeast for about forty-five minutes and took a right at Kankakee, Kathy Pawlak's stomping grounds. At the outskirts of Kankakee; we passed a home with Confederate Flag posted in the front yard. I wonder



if perhaps the residents hadn't gotten the email about Lee's surrender.

Two hours of two-lane blacktops. Two hours of Triumph training, wisdom, and nirvana (and Zeppelin and Beatles for that matter). It was a good time for me to listen and ask questions. Why Triumph? Why ISOA? How many cars does Phil really have? How long have you been driving Triumphs? How do I make the 7 into an 8? Joe answered all of my inquiries.



We entered Indiana and moved the clocks ahead another hour. We took a quick pit stop on I-65 after we entered Indiana, and called Phil and tell him of our location and ETA.. Phil was installing a battery in his tractor in order to pull the Stag out of the barn. After about two hours, Ms. Garmin instructed us to turn right and exclaimed, with cockney confidence that we had arrived at our destination.

After we backed the truck and trailer into Factor's Farm, it was time to inspect the Stag that the TTA Charity has purchased from Phil for the restoration. We passed the hens and hunting dogs to get to the barn. My first observation was of a Spit, with all four tires flat, no floorboards, but with plenty of "character." Right behind the Spit was a White Stag. When Joe stated in previous emails that this Stag was solid and would provide a great working platform, I didn't know what to believe. He was

right. [Ed note: When it comes to Stags in particular and Triumphs in general, it is never wise to doubt the Stagmeister] The car looked great.

It was the first time I had met "The factor," outside of a quick handshake at a meeting, and I was in awe with his "collection of Stags, Spits, Heralds, GT6's [and probably a whole lot more that I couldn't identify [that he "stores for others" collection. I doubt if Phil was in as much awe with me as I was with him, especially after I opened the door of the white Stag and banged the door of his red Stag.

We moved the Spit out of the way, and then hooked up a chain from Phil's tractor to the Stag and proceeded to pull the project car to the front yard. This journey was a good 300 yards up a snow-covered hill. The tractor handled it with no problem. [Ed Note: Otherwise Phil could have used his snowblower/tobaggon method.] Getting the car onto the trailer looked fairly easy, but that was because Phil and Joe were old pros at this. It was probably in the project's best interest that I just pushed and then stayed out of the way.



Phil's offering of this car was crucial to this program starting off on the right wheels. The club is a better club because of him. Rumor has it that the Spinal Tappets may even have a tribute song about him in the works. [Ed Note: this myth has been circulating for years, but we have it on good authority that such a song is in the works and will be performed at the Ypsilanti VTR.]

With the car securely strapped down, and the trailer safely attached to the truck, we were on our way back to the Hampshire Quarter horse and Triumph Farm. Most of the conversation on the ride home touched on cars, music, school, war, peace, guns, politics, race and religion and everything in between.

After five relatively easy hours, we got our hour back, but we couldn't outrun the sun. With an uneventful return trip, excluding buying Nick his first cup of coffee, which got him wired worse than a British car, we were back into Joe's driveway. We shook hands and called it a night.

Sharing ten hours of straight conversation with Joe and my son, made this one of the most enjoyable road trips I have ever been on and I will remember it forever.

Anyway, the trip was the easy part. Now the real action begins. As I mentioned earlier, ISOA has the opportunity to be a part of vehicle restoration history. Not just Triumph, not just British, but also of any vehicle ever restored. This club has the people, resources, knowledge, and desire to make this extraordinary project doable. Please don't be afraid to volunteer for something. It is your chance to be a part of something special.

Coming in May: Phase 2:

Extraction, this won't hurt a bit.



Mark "T&Lvis" Costello



MORE IRRELEVANT RAMBLINGS



BY TONY BEADLE

ISOA INTERNATIONAL BUREAU CHIEF
& UK SENIOR CORRESPONDENT

For some years now I have been a member of an organisation called the Society of Automotive Historians that was founded in USA in 1969. SAH stated aims are to 'Encourage research, preservation, recording, compilation and publication of historical facts concerning the development of the automobile and related items, from its inception to the present day, throughout the world'.

Members range from those who make a living out of researching and writing motoring history to those who simply enjoy reading about it. It is a widely-respected, very friendly, helpful information exchange network and currently there are around one thousand SAH members in some 30 different countries. For more details on SAH visit www.autohistory.org

However, while SAH members do a tremendous amount of invaluable work, they can sometimes fail to appreciate the funnier aspects of motoring history. The following is a random selection of anecdotes and other stories (most of which are supposedly true) gathered from a variety of sources that I hope might amuse ISOA members.

ROLLS-ROYCE

Founded in 1906, the marque created by a partnership between Charles Rolls and Henry Royce is famous for producing some of the world's finest cars. Indeed, the Rolls-Royce name and

radiator grille soon came to represent the epitome of Britishness and the pinnacle of the nation's achievements in the remotest parts of the Empire. So much so that, in years gone by, letters have apparently been received from outlying countries addressed to: Her Majesty the Queen, c/o Rolls-Royce Motors, England.

Other snippets that fall into the 'Not Many People Know That' category are:

- It is said that 60 percent of all the cars built by Rolls-Royce are still roadworthy.

- Rolls-Royce engines are claimed to have powered the holders of Land, Water and Air Speed World Records simultaneously at one point in time.

- Tradition has it that, as far as the original factory was concerned (i.e. before the company became part of BMW in 2002 and was moved to the south of England), a Rolls-Royce car never actually broke down – it merely 'failed to proceed'.

I-CONE-IC

The bright orange plastic traffic cone is an international roadside symbol that brings a feeling of despair to drivers worldwide because, wherever cones cluster together in large numbers, it usually means that one's journey is about to be seriously delayed. Cones indicate 'road works' ahead in the UK ('construction' in USA), but whatever language you use, the results are still the same – obstructions, restricted traffic flow, chaos and congestion.

The first traffic cones appeared on the streets of New York City in 1914. These were made of concrete, not plastic, and are credited as being the brainchild of one Charles P. Rudabaker. After that cone evolution was pretty slow (well, let's face it, there's not much you can do with the shape my dictionary defines as 'a solid body that narrows to a point from a round flat base' is there?) until 1961 when a Brit named David Morgan from Oxford – who worked for chemical conglomerate ICI – refined the design to produce the

familiar style of modern cone.

Britain's first motorway (sorry, freeway) was opened in December 1958 and plastic traffic cones made their UK debut during its construction, consigning the old-fashioned paraffin (sorry, kerosene) lanterns to the rubbish (sorry, garbage) dump.

Recycled material is the main ingredient of the 21st century cone and, as seems to be the case with so many plastic products these days, China is now the world's largest manufacturer of traffic cones.

SPEED ASSOCIATION

Following on from my piece about radar speed traps in the last issue, it has come to my attention that, in 1903, the British parliament passed the Motor Car Act which set a national speed limit of 20mph. Unfortunately, this legislation prompted police forces throughout the country to set up speed traps in order to catch those motorists who had vehicles capable of exceeding the new limit.

The usual method was for a police officer to hide behind a hedge with a stopwatch and time the vehicle over a measured furlong (an eighth of a mile, or 220 yards). Fines from convictions of speeding motorists soon generated thousands of pounds in revenue, encouraging the introduction of more and more speed traps. However, drivers soon became angered by this persecution, particularly when it was revealed that the distance could often be incorrectly measured out or the constable had most likely used an inaccurate timepiece.

Therefore, in order to protect the interests of motorists a club was set up. Part of this organisation included the recruitment of a band of volunteers who would find out where the speed traps were located and warn drivers in advance (a totally illegal practice in UK these days – even flashing your headlights to warn oncoming motorists of a speed trap ahead can get you in trouble with the law if they catch you). *[continued on following page
[Continued from previous page]*



On what was unquestionably the nicest Saturday of 2008, which isn't really saying much based on this year's weather,

nearly 30 ISOA keglers assembled at the Wood Dale Lanes, in some cases to humiliate themselves in front of their friends, as they participated the annual club bowling party. [Bruce Barnet actually brought in a couple of non-Triumph ringers to join in the hijinks.]



Things got under way just after 2:00 PM and each participant bowled three lines. Mostly the teams were divided into groups of four, but there were a couple of threesomes also. The automated scoring system was unable to adjust to latecomers and it took some



manual ciphering to allow Phil Fox to catch up to the other bowlers on his alley when he showed up a few minutes late.

Although there were no prizes awarded, the high series was bowled by Irv "Elwood" Korey who rolled a 458. Karen Rust took honors among the ladies with a 443. She also had the high game of the day, a very respectable 184, just barely beating out Phil Fox's 183 who had the highest score of any of the men. The lowest game of the day for any of the males went to Jeff Rust who managed to knock down 66 pins in his first game. The low score for the ladies saw a tie between Sheri "Big Mama" Pyle and Diane "Stinger" who each rolled a 69 in their final game. [It should be noted that Diane was coming off a broken wrist, although truth be told – as we always do in Snic Braaapp, it was the other wrist that just got the cast off.

In the unofficial "highest velocity" category, the honors went to Bruce Barnet, barely slipping ahead of Joe "Stagmeister" Pawlak. In the "most pins knocked down with the most delicate throw" category, Kim "Lower Wacker" Jensen was the clear winner.

After the third game was finished around 4:30, the group adjourned to the garden level of the alley where a dinner



buffet of Italian Beef sandwiches, fried chicken, cole slaw, and potato salad awaited. The meal was included in the package price, along with the three games and the shoe rental. By all accounts, the food was quite good and while the bowling might have left a bit to be desired in terms of competitive scoring, the camaraderie and good fellowship averaged 300.

text and graphics by Suds

From such beginnings the Automobile Association has since developed into a huge financial business owned by corporate investors. Whereas the AA previously concentrated on its core activity of helping those members whose car had broken down to get home, providing legal help, travel advice and route information, nowadays it also sells insurance, offers loans, credit cards, etc (I wonder, is it the same situation with AAA in North America?). I shudder to think what the original AA members would make of their pioneering car club's activities now.

IT'S BAD NEWS, ISN'T IT? YOU CAN TELL ME THE TRUTH DOC...

The following was overhead when a group of consultants and surgeons were taking a coffee break during a lecture on new operating techniques at an international medical convention being held at a Chicago hotel:

English doctor: "I think accountants are the easiest patients to operate on because when you open them up everything inside is numbered."

French doctor: "No, librarians are much better as everything inside them is in alphabetical order."

Swedish doctor: "Personally I prefer to operate on electricians – everything inside them is colour-coded in accordance with international standards."

New York doctor: "Lawyers are by far my favourite patients. Not only are

they are heartless, spineless and gutless, but their heads and backsides are also interchangeable."

The four then turn to a doctor who has been quietly listening to the conversation and ask his opinion. He replies: "Well, I work at a local hospital here in Illinois and think that, as an ideal patient, it would be hard to beat an ISOA member. Whatever their occupation, they are all familiar with restoring old British cars and always understand if you have a few parts left over once the operation is completed!"

Tony Beadle.
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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, NY, 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.

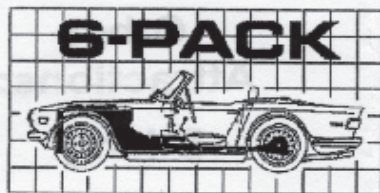
Vintage Grand Prix — the largest vintage race weekend in the east. Kastner will present the Kastner Cup to the racer who best embodies the spirit of the marque and the event for the award. He'll also be on hand to assist racers and talk to fans of the marque.

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 TS01 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.



TRIALS
2008

Townsend, TN

Sept. 11, 12, 13
2008

ISOA Annual Drive-In Movie Night

Friday, June 27th

Meet at Augustino's Deli
300 West North Ave, West
Chicago. at 6:30



TR Fore!

Second Annual ISOA Open

Sat. June 28 Tentative Tee Time 10:30AM



Grab your mashie and join us at the Addison Park District Links & Tees, a par 3 golf course patterned after the famous Bushwood [and designed by Carl Spackler.] Your entry fee gets nine holes of golf, the use of a pull cart, lunch and beverages [@\$2]. Limited to the first 24 ISOAers who sign up. RSVP Bruce Barnett, [847/825-8276]

Remember: golf spelled backward is "flog."



SAVE THE DATE

Saturday
May 31st
2008

your chance to show off your prized possession, socialize with friends and enjoy a variety of activities along Chicago's beautiful lakefront

CHITOWN Kruze
Fuel Stabilizer

847-997-8624 www.chitownkruze.com

Kruze
8AM-10AM

CHICAGO & NORTHWEST INDIANA
OFFICIAL CHARITY 2007 KRUZE

Show
10AM-3PM

ILLINOIS SAINT ANDREW SOCIETY HIGHLAND GAMES BRITISH CAR SHOW

JUNE 21, 2008 OAK BROOK, ILLINOIS

Champagne State Fair

Fun Food Games
Prizes Laughs
Fun Food

Champagne British Car Festival
Champaign, Illinois
May 21, 24, 25, 2008

VINTAGE TRIUMPH REGISTER

2008 NORTH AMERICAN TRIUMPH CHALLENGE

Ypsilanti, Michigan
August 5-8, 2008

"The Spinal Tappets"
Farewell Tour

Triumph Register of America
2008 National Meet
June 11-15, 2008

Next year TRA travels to the shores of Lake Erie, where summertime fun is all around Huron Ohio. Huron is nestled at the most southern point on Lake Erie and is close to many scenic communities, attractions, vistas and roads.

Families can come early and enjoy Cedar Point, voted America's #1 Amusement Park. Summertime is also a perfect time to visit Kalahari, Great Wolf or Castaway Bay indoor water adventure parks. Or visit the Lake Erie gems of Put-in-Bay on South Bass Island or Kelley's Island. They are both just a short ferry ride from local ports.

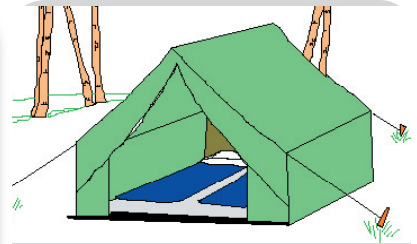
The 2008 TRA National Meet at Sawmill Creek Resort will take advantage of the lake proximity by scheduling many great lakeside tours and activities, as well as the usual TRA National Meet events. Come explore what Lake Erie has to offer in 2008 with your friends in TRA. Antique shops, great beaches, fishing, golf, historical tours, museums and wineries are all available. Some right on the Sawmill Creek Resort grounds.

SAWMILL CREEK RESORT
Huron, OH www.sawmillcreek.com
Hotel Reservation Number 1-800-SAWMILL
Mention TRA for discounted room rates.

EARLY REGISTRATION DISCOUNT
Registration Forms available on line at:
www.triumphregister.com

CLASS A CAMPING
Bayshore Estates Campground
1-800-962-3786 www.mhdcorp.com

FOR MORE INFORMATION:
www.triumphregister.com or call (772)323-1721



ISOA Campout July 11-13
Apple River Canyon State Park

[Alternate accommodations; Country Inns & Suites Stockton, IL (815-947-6060) approximately 8 miles from campground.

Friday July 11th: Caravan from the intersection of route 64 & 47 leaving at noon. From there it is about 2 hours 15 minutes to the campground. [For those unable to drive up on Friday, you can join the group on Saturday morning, plan to arrive by 10:30 am.]

Saturday July 12th: Tour into Galena

Sunday July 13th: Tour #2. One note of caution: the roads are quite hilly and curvey and very exciting to drive on!! Good brakes & a good transmission are recommended!!

Contact Bob Crowley [630/849-9240 or email tcrow94699@AOL.com] for additional 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: 1972 STAG, Capri 2.6L V-6, Pimento, hard top, black conv. top & interior, manuals & accessories, like-new Michelin's, \$5,500.00. Call Michael "MOSES" Mitsch, 847-258-4404 or michaelmitsch11@yahoo.com [4/08]

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

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



- | | |
|---------------------|--------------------|
| Tim Heywood 4/01 | Irv Korey 4/22 |
| Bill Ruetsche 4/03 | Ed Elzy 4/23 |
| Sue Lee 4/03 | Lars Sullivan 4/25 |
| Tim Mantel 4/08 | Chris Smit 4/26 |
| Larry Nolan 4/08 | Tim Buja 4/27 |
| Chuck Montague 4/08 | Ed Krakowiak 4/28 |
| Mark Fisher 4/11 | Jerry Hurst 4/29 |
| Kevin Boylan 4/20 | Dave Shedor 4/30 |

New Members

[memberships - 128; members - 184]

Jim & Sue Ann Billimack, 1300 Bluecreek Trl, Metamora, IL 61548 H:(309) 383-2781 EMAIL: billimac@mtco.com 63 Sports Six

David Blakeman, 20332 S White Fence Ct Frankfort, IL 60423 H:(815) 464-6132, EMAIL: dblakemail@comcast.net looking for a TR

Carl Geiger, 758 Laurel Ave, Des Plaines, IL 60016 H:(847) 824-3000, EMAIL: geigerch@sbcglobal.net 80 TR8

Tim Heywood, 11142 S Kedzie Ave #3, Chicago, IL 60655 H:(708) 243-6568, EMAIL: tph479@yahoo.com 60 TR3A, 74 TR6

Adrian Jaworski, 715 Celtic Ash Ct. Naperville, IL 60540 H:(630) 961-5045, EMAIL: jaworski@wideopenwest.com 59 TR3A

Steve Schoper, 10343 S Saint Louis Ave, Chicago, IL 60655 H:(773) 445-3807 72 TR6

SHOE

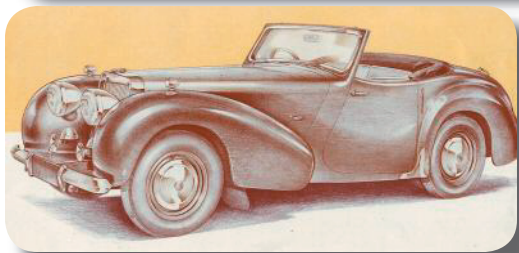
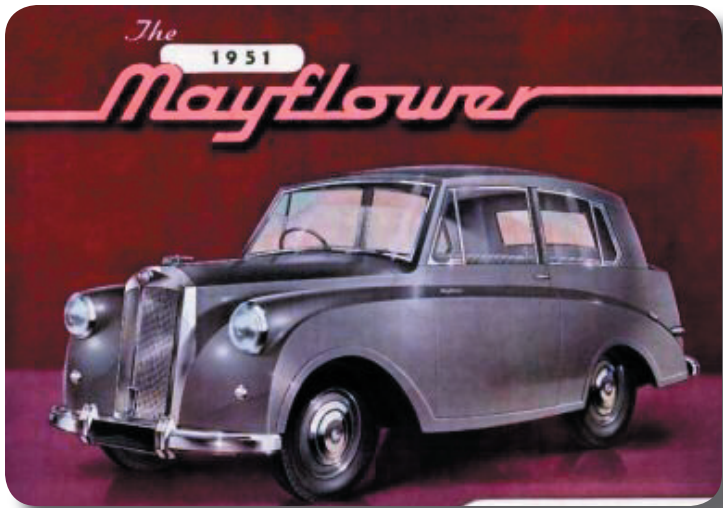


Sneak Preview Coming in your May Snic Braaapp

- Carb & DistributorClinic
- Tony Beadle's Con "TR" ibution from Across the Pond
- TR Elvis on "All things British"
- Spuds Guide to Great Caravanning
- Charity Stag Phase II: This Extraction Won't Hurt a Bit

Contact Bruce Barnet at the May meeting to sign up for the annual ISOA Golf Outing

Lots of other Stuff
On newstands May 26th



Braving the Atlantic, Triumph's new American representatives have landed. At the dock they issued this joint statement: "The new Triumph Sedan is demonstrably superior to any motor car its size and cost." ■ Ingenious knock-down rear seats give you a full 30 cubic feet of storage space ■ Motor with TR 3 sports car engineering gives speed of up to 78 m.p.h. ■ Economical operation with 40 miles per gallon of gas. See 1958 Triumph Estate Wagon, \$1899* *slightly higher on West Coast, white walls extra

TRIUMPH SEDAN ONLY \$1699*

Standard-Triumph Motor Company (Dept. BS1) 1745 Broadway, New York 19



STANDARD TRIUMPH

opens up a new world

Picture of a happy V.L.P. "Not the sort who gets his name in the papers, but a man who is important to the people who matter to him. With his steady constant kin, he's got everything he wants from life... plus that 34 1/2 inch V.L.P. ... and the Standard complete the picture.

THE STANDARD MOTOR COMPANY LIMITED
CORPORATED IN ENGLAND 1000 BROADWAY, N.Y.C. 10018

sweetest performance value in America

Play this for a moment. This world-famous British beauty actually averages 40.000 miles without a major overhaul. It's ready to go up to 78 miles per hour... gives 40 miles to the gallon... service is simple, needed but very easy. And the whole family can enjoy the ride with plenty of hat and the room. Just a touch slide down the back seat making 30 cu. ft. of carrying room available here the trunk or side door. Now you know the more... the 1958 Triumph 4-door Sedan (or 5-door Estate Wagon) at \$1699 in America means performance value. Come for a genuine all year Triumph dealer and 72 pages of literature at no charge. It's a page to write for our Overseas Delivery Division. STANDARD TRIUMPH MOTOR CO., 1745 Broadway, Dept. BS1, New York 19, N. Y.

TRIUMPH

4-door sedan only \$1699*

here's the value story that really holds water!

Don't miss the best on the greatest 5-door Estate Wagon value ever to hit our shores. This British beauty is TR3 engineered... averages 40,000 miles without a major overhaul... does up to 78 miles an hour... gives 40 miles to the gallon... seats the whole family with plenty of room... or fold down back seats for 30 cu. ft. of space, with full rear door access. Be crafty, guest drive the Estate Wagon (or 4-door Sedan at \$1699*) today. Write for our Overseas Delivery Brochure at standard-triumph motor co., 1745 Broadway, Dept. BS1, N.Y.C. 19.

TRIUMPH 5-door estate wagon \$1899*

*at U.S. ports of entry plus taxes. White walls, extra. (slightly higher West Coast).

ISOA ON THE INTERNET

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

ONLINE ROSTER ACCESS INFO

THE REAR VIEW MIRROR

APRIL 2008



LORRIE-ANN FISHER APPLING AUXILIARY "HEEL & TOE" BRAKING SYSTEM ON FI SPITFIRE AT '05 VTR AUTOCROSS

SNIC
BRAAAPP

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