



SNIC BRAAAPP

JUNE 2008

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

NEWSLETTER OF THE ILLINOIS SPORTS OWNER'S ASSOCIATION

DEDICATED TO THE ENJOYMENT AND PRESERVATION

OF TRIUMPH SPORTSCARS

CHICAGOLAND'S OLDEST AND MOST ACTIVE

TRIUMPH ENTHUSIASTS CLUB

NOW IN OUR FORTY-SECOND YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

SPRING '08 BREAKFAST RUN

Text Bob "Suds" Streepy - Graphics by Peter "Maestro Conover, Jack "Spuds" Billimack and the author



UNDER CLEAR SKIES, A GROUP OF NEARLY TWENTY ISOA members assembled in Plainfield at Larry's Diner on Saturday morning, May 10th, to take part in the club's first driving event of the year. After our long, arctic like winter, it was great to be able to finally go through the gears in a Triumph motorcade, and despite the fact the temps were a bit chilly, many of us chose to drop our tops to enjoy some fresh, albeit cool, spring air.

After a great breakfast, the driver's convened under the guidance of ralleymaster Doug "Wires" Larson, who had planned out an excellent itinerary along some winding



INSIDE YOUR JUNE

SNIC BRAAAPP

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Lots More Stuff

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STTAG RESTORATION PHASE 3



Deconstruction!

Text by Roman "Jr." Hrynewycz



On a cold and rainy day in March, ten intrepid ISOA volunteers converged on a small town in northern Illinois to assist Joe Pawlak in the ongoing battle to restore a Triumph Stag. The purpose of the endeavor was to create a roadworthy and reliable car for The Macartney Charitable Trust to use for their fundraising efforts.

I was the first to arrive that morning, and when I entered the garage, I saw Joe was already engaged in the first skirmish of the day. He could not wait for the others to get there before trying to remove a stubborn driver's side lower control arm. It put up a good fight, but Joe prevailed. [Ed Note: This should have come as no surprise]

The crew began filtering in soon after. Joe outlined the goal for the day, which was to have the car pretty much gutted and down to only the body shell. Since he is the manager of this effort and the "Stagmeister," Joe made some suggestions on the course of action, handed out some assignments, and then the teams tore into the car.

The suspension crew dismantled

and removed what was left of the drive-line, which turned out to be easier than anticipated. The car, even though it was dirty and grimy, was extremely rust free, and almost all of the nuts and bolts were removed with minimal effort.

While the suspension team did their jobs, the interior team was busy, too. That crew worked on removing the seats, carpet, interior panels and all of the other little items that no one gives any thought to when they sit in their



upper retaining nut, the spring came loose from the single spring compressor and shot the upper mount across the garage, narrowly missing Tim Buja. In a separate incident, another team member did not brace the rear swing arm with a floor jack before attempting to remove the spring. When the shock absorber was detached from the car, all that could be heard was a bang as the spring shot from its perch.

After all of the demolition work was done, the crew had worked up a big appetite. This was a good thing since Kathy and Jenny Pawlak of the Quarter Horse and Triumph Ranch chuck wagon had spent the whole morning preparing delicious lasagna for everyone to enjoy. Thank You!

When all of the lasagna had been consumed, the crew once again ventured back to the garage to finish up some minor tasks and to clean up and admire what had been accomplished.

For only a few days spent, the Stag restoration is proceeding at a rapid pace. All of the members in attendance had a good time lending a hand to this noble effort.

cars. Everything had to be removed, inspected, and cleaned before it could be repaired or replaced.



The progress did not come without any mishaps. There were a couple of incidents that we all can have a chuckle over, since no one was injured. It is very important to observe all safety recommendations when dealing with automobile springs. It seems a couple of our volunteers decided that removing a spring from a MacPherson strut could be done with only one spring compressor in place. Springs in a strut assembly are pre-compressed and retain a fair amount of energy, which our two teammates soon discovered. Upon removal of the



Jr.



ILLINOIS SPORTS OWNERS ASSOCIATION

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

The Board of Directors meets the first Sunday of every month prior to the general meeting. Everyone is welcome to attend the Board meetings.



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
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 262/521-1072
	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 [just west of North Ave & Rt. 59]
	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.		Heartland British Car Show, Davenport, IA
	10th*	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] [<u>Not the 1st Sunday!</u>]
	17th	Sun.		Orphan Auto Picnic, Aurora, IL
	22nd	Fri.		White Trash Night, Sycamore Speedway
	31st	Sun.		ISOA Annual Turnabout Picnic, Hampshire [<i>In place of Sept. meeting!</i>]
	31st	Sun.		Milk Pail Car Show, East Dundee
Sept.	7th	Sun.		22nd British Car Union Festival - Morrairie Valley Community College
	3-7			Friends of Triumph Kastner Cup Vintage Race at Watkins Glen, NY
	13-4			50th Anniversary Celebration at Meadowdale Racetrack
	11-13			Six Pack TRials, Townsend, TN
	21st	Sun.		Cantigny Car Show
	28th	Sun.		Lake Geneva Poker Run
Oct.	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	11-2			Fall Colour Tour & Campout, Kansasville, WI
Nov.	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]



A LITTLE BS FROM BS



News and Views from the Busted Knuckle Garage

There is just something that appeals to the male primordial psyche, particularly to the genus *goofus carygy*, about seeking the elusive “barn find.” Maybe it’s the hunting instinct passed down through our X-chromosome from our antediluvian forbearers. While the impulse to rise before dawn and join other like-minded sorts to seek innocent woodland creatures seems a little silly to me, tell me that you’ve heard of a TR that’s been parked in a shed anywhere in the Western Hemisphere, and I’ll be there for the ride.

One of my most vivid childhood recollections is accompanying my dad and his buddies on reconnaissance missions to various and sundry desolate areas where someone had heard of an old car tucked away in a barn. I vividly remember the twin barrels of a 12 gauge that were trained on us, peeking not too discretely from behind a curtain, when we went to a farmhouse somewhere in western Illinois inhabited by two elderly sisters who reportedly had a 1917 Olds touring car. We had been forewarned of the distinct possibility that they would not take kindly to strangers, and we avoided any sudden moves as the old man explained, “Henry down at the blacksmith shop in town told us you had an old car that you might want to sell.” The old lady who came to the door [the one who didn’t have the gun trained on us] replied that her handyman was “goin’ to fix it up one o’ these days.” I’m sure that car, which

I can still see in my mind’s eye with its 1937 license plates, never moved until the day it was dragged to the crusher. Such was the end result of most such expeditions, but every now and then, the old man would come home with a “treasure.” I remember the Model A pickup that I learned to drive on, the 1936 Ford that I wound up driving to the Seattle World’s Fair, a 1931 Olds sedan that sat in our back yard until my mother “convinced” him that the neighborhood esthetics committee was planning to burn a cross in our front yard if we didn’t get rid of it.

I suspect that golfers, hunters, fishermen, and other fanatical types are driven by the same urge when they succumb to the siren call of their respective obsessions when they head out to chase the elusive buck, musky, or birdie that motivates them to behave



irrationally. I fully admit that I inherited the old man’s lust to track down a “barn-find.” [Unfortunately, I inherited my mother’s mechanical aptitude instead of his.]

And so it was when I was invited to accompany Steve Yott, Mark Moore, Jay Holekamp, and Mike Mueller on such a mission on a rainy, cold Thursday in April. Mark had been contacted by a woman who had inherited her parents’ home in Chicago, complete with a carriage house containing a TR4. Mark agreed on a figure with her over the phone and borrowed a trailer to pick up the car. At worst, the car could be parted out. Jay, Mike and I met Steve and Mark at the Hinsdale Oasis and proceeded to the Hyde Park neighborhood of Chicago. [Technically “barn finds” should be situated in actual

barns, but we decided to make an exception in order to include carriage houses.]

We arrived in the area of once stately mansions, some of which had been restored, but others, such as the one we stopped at, had clearly seen better days. The owner took us to the alley behind the residence where the two-story garage was. At one time, probably in the very early 20th century, I suspect that servants lived upstairs, and the ground level was used as a stable. There, in a corner under forty year’s accumulation of dirt, sat a very forlorn white [sort of] 1963 TR4. The car had been parked in 1967 after the seller’s brother got into an accident. It had not seen the light of day in more than four decades. The left rear quarter was hit hard, and the rest of the sheet metal was pretty well “wrinkled.” The tires were flat, and even though we had brought

a tank of compressed air to inflate them, they wouldn’t hold air. After attaching a come-along, we winched the car onto the trailer. It was such a tight fit that we had to remove the wire wheel knock off nuts to clear the sides of the trailer. After more than hour of slowly inching the old TR forward, we finally tied it down and declared it ready for a trip to Wisconsin.

After an hour of making our way through the urban jungle, we decided to stop for a sandwich at a MacDonald’s near Midway Airport. As a matter of course, Mark and Steve checked to make sure that everything was secure, and

that bit of due diligence revealed that Mark’s trailer hitch had broken. Had he continued much further, it is certain that the trailer and its precious cargo would have broken loose. Unfortunately, I had driven Mrs. Suds’ car, which did not have a hitch. The best option was for us to leave Mark and Steve at

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MOORE ON THE MARQUE

By Mark "Guzzler" Moore

A few weeks back I had a chance to go car shopping for a TR6. No, I'm not in the market for another car. I was accompanying Ken Crowley to act as a surrogate buyer. 6-Pack, the national TR Six Club, has a network of people who will look at a car for a prospective buyer who might be located half way across the country. The idea is to give an impartial assessment of a car's condition before someone travels a great distance, only to discover that the seller's idea of a totally rust-free, strong-running car differs from theirs, [or any other reasonable person without a financial interest].

I've had the chance to do this before. A few years ago Ken and I assessed a TR4A that belonged to a legendary former ISOA member. (V.S.) That car, like the one we looked at recently, was exactly as described. Both were in very good condition. Ken and I agreed that, although the car was as advertised, it seemed to be priced on the high side of the market. In this case, the buyer opted to buy the car anyway. He rationalized that he had looked a long time in his area [the east coast], and was having a hard time finding a nice TR4. This price was less than many cars

he had looked at that were in worse condition.

As a surrogate, you aren't asked to place a value on the car, but just to honestly evaluate the condition. Of course, you can't help but have an opinion.

This last TR6 we looked at was a low mileage (40K) original car. The car was rust-free, ran well, had a new top, and new redlines, but

no overdrive. The asking price was \$9500. We didn't try to haggle; we weren't buying the car. The price seemed in line with what a low mile example of a TR6 goes for on EBay. Low mileage, original cars seem to be worth more than older restorations or cars with rebuilt motors.

The question Ken and I later debated over a cold beverage was, "Is the greater value on a low mileage car worth it?" This car was a great candidate for a restoration, but it would look a little shabby at most car shows. The original 36 year old paint was showing its age. The hood and trunk were crazed to the point that a buffing was not going to take care of it; the chrome had some minor pitting, and there were a few small dents in the car. The car was mechanically sound, but the front end definitely needed to be rebushed, and it could have used a good tune-up. History has taught us that the seat foams will soon disintegrate, most of the rubber seals will soon need to be replaced, and other little things will need to be tended to.

Ken thought that the buyer expected this car to be in top condition cosmetically and would be ready to hit the road. I am not trying to disrespect the car here - it's exactly the condition you would expect an unrestored

original car to be in - but it was not in pristine shape, nor was it ready for the road. If you were looking for a car to do some minor maintenance and drive, this was a great car. If you wanted to do a rolling restoration or take the car down for a complete restoration, this was a great car. This car could save you money on a complete rebuild [as I myself am finding out in my project] because of how solid it is.

However, with the aid of a few beverages, Ken and I reasoned that if you were looking for a car to enjoy "as is," one might consider a well maintained higher mileage car for the same money. Cars that have been driven regularly are more likely to have had things refreshed. The mechanicals are probably better maintained, and the cosmetics have likely been tended to. I am not saying all high-mileage TR6's would be a better buy, but many that have been driven and enjoyed are going to look nicer and require less initial work than one that is more "rested." Anyway, next time you need a topic for debate consider, the low-mileage vs well-maintained Triumph question. With the proper amount of liquid motivation, this should keep you busy for a few hours. (Ask me how I know.)

As for the fate of the TR6 in question, as far as I know it is still for sale. The buyer who had urged Ken to look at this car as quickly as possible, called Ken the day after we looked at it and said, "Never mind, my wife just bought me a Mustang." Hopefully, Karma will deal with this dillweed and the Mustang is a vintage one riddled with problems that a well-trained eye could have steered him away from. Not that I'm bitter. Anyway, Ken and I got a little adventure out of the deal and a topic of debate that will continue on for years and beers to come. 'Til next time-

Guzzler

SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. All photos and disks will be returned upon request. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the author's and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. Don't be fooled by cheap imitations - only read SNIC BRAAAPP for all your officially sanctioned Triumph & ISOA truthiness.- Accept no substitutes.

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MORE IRRATIONAL DETOURS



*By Tony Beadle
ISOA International Bureau Chief & UK
Senior Correspondent*

If it had only arrived on my desk in time, the latest Idiot's Guide to be published in the UK would surely have been a candidate for inclusion in the superbly hilarious April issue of *Snack-Baaarrff* (I must say how much I admire Bob Streepy's achievement in upholding the ISOA tradition of producing a terrific spoof edition each year!).

Once you get to my age, you begin to welcome any document that promises to provide straightforward explanations that will help you cope with the problems modern day life can throw at you. Certain topics – such as computer programmes, Joseph Lucas wiring and UK train fare tariffs – are indecipherable to all but the most demented geeks. That's when you reach for an Idiot's Guide to find the easiest way out of the mess you're in.

The trouble is, if my experiences are anything to go on, by the time you have struggled to get through the jargon that the writers (mistakenly) assume everyone is familiar with, Google or whatever has come up with an entirely new gizmo that immediately renders your Idiot's Guide obsolete. Not so with this latest publication...

Just Get on the Damn Bus

Stagecoach is a major British transport group that started out as a small local bus operator in Scotland some years ago. Nowadays their routes extend across the

entire country, and Stagecoach owns a fleet of over 7,000 buses and coaches. As an illustration of how big the business has become, the two company founders, Brian Souter and Ann Gloag, were recently estimated to have a combined fortune equivalent to around 400 million US dollars. So, you would have to assume that somebody in the Stagecoach management team knows what they are doing, right?

To promote the use of public transport, Stagecoach has started a nationwide campaign, the main thrust of which is a 'Using the Bus' guide for idiots. This helpful leaflet starts off reassuringly with the statement: "Using the bus could not be easier." OK so far?

Prospective passengers are then instructed: "First of all decide on what bus you need" – does this mean you can choose between a single or double-decker bus? A bright red bus or one that's painted in a tasteful shade of blue? What about a large bus with 52 seats or a smaller 27-seater? Maybe you should pick the bus with the best looking driver? No, as the guide explains, the 'right' bus for you is the one going to your destination...

You can easily tell which bus this is because it has the destination and route number displayed on the front reveals the user manual. Having determined that it is the 'right' bus (always assuming that it hasn't whizzed on by while you've been studying the instructions) passengers should then "Signal for the driver to stop." The style of signal deemed appropriate for bringing a bus to a halt is apparently left to your own imagination and creativity.

However, getting on the bus is fully covered: "Wait until the bus is stopped and step on board." If all the seats are full, instead of standing up for the whole journey, passengers are told: "Please feel free to use the fold-down seats." Surprisingly, the guide contains no detailed instructions or step-by-step diagrams showing how to fold down the seats before sitting on them, which seems like a serious omission to me.

Disembarking is another process

that has comprehensive guidance for passengers who are uncertain about the proper procedure: "When you want to get off, press the bell once. For your safety we recommend you remain seated until the bus has arrived at the stop."

Justifying the Idiot's Guide, a spokesman for Stagecoach is quoted as saying: "If we look back thirty or forty years, catching a bus was part of our daily routine from when we were children. Our guide is not designed to be patronising, it's just answering questions that cause fear and uncertainty when people are thinking of getting a bus."

The only thing that frightens me is that the same idiots who approved the printing of this bus users' guide are actually in charge of running a multi-million dollar public transport company!

Incredibly, Stagecoach are now believed to have distributed more than 600,000 of these leaflets to people all over the country but, perhaps wary of a possible backlash from its shareholders, the cost of the 'Using the Bus' campaign was not revealed by the company spokesman.

You Have Been Warned

Of course, the above is just the latest example of companies trying to protect themselves from people who think they can get some easy money by claiming to have been injured or traumatised due to a supposed fault with the product or incorrect labelling. Recent letters to a national newspaper have highlighted a few of these totally unnecessary warnings.

My favourite was a can of Spaghetti Bolognese sauce mix with the admonition: 'Caution, hot when cooked.' Close behind, in joint second place, were the notices on a packet of Brazil nut kernels 'Allergy advice, contains nuts' and a similar 'Allergy advice, contains fish' on a packet of peppered mackerel fillets.

One correspondent even claimed that these inane warnings were an insult to those of us who are intelligent enough to let out on our own (perhaps he should



think about suing those companies who he thinks have insulted him for compensation?) but, having gone through the 2007 Darwin Awards listed in the April issue, I can begin to understand why a manufacturer of a toilet cleaning product would think it wise to print on the side of a plastic squeeze bottle: 'Do not look down nozzle while squeezing the bottle.'

Taking this theme of customer protection to its ultimate conclusion, could ISOA members collectively sue BMW for the mental distress they have suffered over the last few years because of the 'Will they, won't they?' uncertainty regarding the reintroduction of the Triumph brand name? A clever

lawyer might also be able to argue that some people have lost out by not buying another car because they thought a new Triumph was about to be launched. Even if the complaint never actually got to court, it's just possible the adverse publicity generated by such an action might prompt the German automaker to announce its future plans for Triumph.

And, if BMW do eventually bring back the Triumph name, will they have put a warning on each car saying something like 'Caution, owning a Triumph can cause irrational behaviour and seriously damage your wealth' or, more likely, 'Allergy advice, may contain BMW parts.'



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Mickey D's, and for Jay, Mike, and I to drive to Wheaton so that Jay could return with his Jeep, which was equipped with a hitch. Of course, by this time it was rush hour, but we didn't have much choice. The three of

Steve were waiting. They transferred the trailer from Mark's S10 to Jay's Jeep. Then they drove in the rain and construction on I-294 to Silver Lake.



The remainder of the excursion was slow, but thankfully, without incident. Jay finally got home after midnight. [Later, Mrs. Holekamp would refer to the entire incident as a "manufactured adventure."] In retrospect, we all vigorously agreed that it was a great day, and we'd do it again in a heartbeat.



Post Script. Steve has since had a chance to examine the car more carefully and has pronounced it imminently salvageable. The frame is straight and rust free. The tub, other than some damage to the B-Post on the driver's side, is straight and rust-free. The fenders are rough, but the car is complete. Remember, it was only on the road for four years before it was parked. And yes, it has a factory overdrive!



us returned to Wheaton, where Jay packed his trailer hitch and made the return trip to Chicago. Mike and I wished him well, and he headed back. Two and half hours later, he pulled into the parking lot where Mark and



Suds



TUNE UP CLINIC



*Text and Graphics by
Jack "Spuds" Billmack,
As told to Bob Streepy*

Nearly 20 ISOAers congregated at the club's equivalent to the Possum Lodge on Saturday, May 3rd to observe one of the club's most well established tradi-



tions, the yearly spring tune-up clinic. Bill had coffee and rolls waiting for the early birds as the Triumphs began rolling into Itasca, including one on a trailer. Techspurt Joe "Stagmeister" Pawlak oversaw the operation, with support from Tim "Toolman" Buja and host Billy "Whizmo" Pyle.



While Billy activated the vintage Sun machine, Joe and Tim attended to points, plugs, condensers, rotors, carbs, etc.

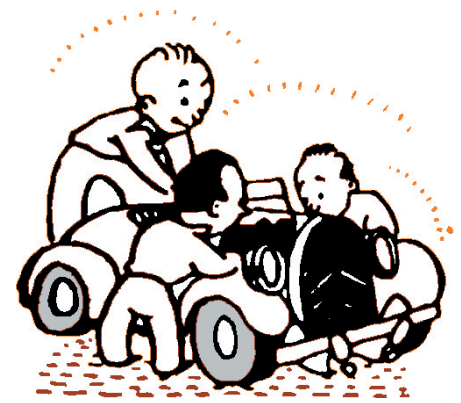
Bill served lunch around midday, and the group adjourned to the garden level of Chez Pyle for sustenance. After a brief pause for sandwiches and beverages, two ISOA staples that predate even the tune-up clinic, it was back to the garage for



more tuning. By the time all was said and done, several attendees were heard to remark that their cars had never run better [In one case, the owner had never had the car running period.]



Once again, as if any further confirmation was necessary, it was abundantly clear to the vast majority of attendees just how fortunate we are to have people who are not only as talented as our gurus but are also willing to share their know-how.



ISOA TECHNICAL EXSPURTS

TR3	Bill "Whizmo" Pyle 630/773 4806
TR4	Pat "PowerBuldge" Lobdell 219/942 1263
TR4A/ 250	Steve "Drippy" Yott 262/997-0701
TR6 (Early)	Jeff "Stalker" Rust 815/874-5623
TR6 (Late)	Irv "Elwood" Korey 847/831-2809
TR7	Phil "Factor" Fox 630/662 7721
TR8	Tim "Tool Man" Buja 815/332-3119
Spitfire - [Early]	Joe "Stagmeister" Pawlak 847/683-9683
Spitfire - [Late]	Bill "Mr. Bill" Jensen 815/729-9731
GT6	Dave "Snake" Shedor 847/937-5078
Stag	Joe "Stagmeister" Pawlak 847/683-9683
Machinist	Bob "Opera Man" Crowley 630/355 2170
KeyMaster	Bob "Senile" Donile 630/837-3721
Electrical Paint, Body,	Joe "Stagmeister" Pawlak 847/683-9683



wells, and trunk from the project car. Since this was a task that required very limited technical know-how, I felt that it was well suited for my limited aptitude.

The work got under way around 9 and lasted until early

afternoon. While the apprentices were busy scraping and cleaning, Joe fabricated a patch panel for the right rear quarter and conducted an impromptu workshop on fitting fresh sheet metal. It seemed that a body repair done some time ago was not up to Joe's standards



coating scrapings on the floor. According to Joe's master plan, the next group phase will involve some paint prep work. In the meantime, Joe will most likely do some bodywork on his own. At any rate, the project is proceeding according to plan,



and, in fact, may actually be a little ahead of schedule. If the work continues to progress at this rate, the tub may be in color by the end of the summer, leaving the team with next winter to hang sus-

JUST SCRAPING BY -



STTAG Restoration Pt. IV
Text and Graphics by
Bob "Suds" Streepy



and had to be redone. As Joe handled the more challenging aspect of the day's punch list, the rest of us focused on the "grunt" work. The numbers worked out just right. There was one guy under each wheel well, two guys handling the floor pans, and one guy cleaning out the



pension, trim in the interior and drop the rebuilt engine back into the engine bay.

On April 13th a half dozen ISOAers answered the Stagmeister's call for a Sunday morning session at the Hampshire Quarterhorse and Triumph Ranch to join in what he described as "the dirtiest job" of the entire STTAG project. Mark Costello, Rich Scholl, Chuck Montague, Don Sheldon, Bill Pyle, and your humble and obedient scribe brought their heat guns and scrapers to attempt to remove the factory undercoating, seam sealing, and thirty years worth of assorted crud from the floor pans, wheel



undercoating and seam sealer from the trunk.

By lunchtime, most of the really nasty work was done. There were probably fifty pounds of accumulated under-





SVRA VINTAGE GT CHALLENGE

*Text & Graphics by
Bob "Suds" Streepy*

Over the weekend of May 16th through the 18th, a band of eight ISOAers converged on



Elkhart Lake, WI, to attend the Vintage Sportscar races at beautiful Road America Race Track. Roman

Hrynewycz [74 TR6], Frank Cartwright [77 TR7], and your humble and obedient scribe [71 TR6] departed the western burbs for Silver Lake, WI, there to be joined by Jay Holekamp [64 TR4 – making its maiden run since its oil pump misfortune on the "Tail of the Dragon" the previous October -], Steve Yott [67 TR4A], Murray Bruskin [60 TR3A], Jim Doering [63 TR4], and Mark Moore [67 TR4A]. Following a brief stop in Burlington for Steve to have some stitches removed from his surgically repaired shoulder [and a hearty breakfast], the caravan headed up through the scenic Kettle Moraine Valley region of southeastern Wisconsin. The weather on Friday morning was clear and pleasant prompting most of the caravan to go "topless" as we headed up Hwy 67 through numerous picturesque small communities, most of which seemed to be having some kind of "Beer & Brat" festival.

We arrived at our hotel in early afternoon and checked in before making the short trip to the track. After paying our admission, we parked and soon encountered Irv Korey and Ernie Husmann, who were volunteering as corner workers for the weekend. We also met Jay's brother, Harry, who had driven over from Madison in his immaculate TR6. We strolled through the paddock and marveled at the incredible amounts of



capital that some people have to "invest" in their hobby. The vintage Triumphs had already been on the track that day, but we watched the other groups race before heading back to the hotel.

Irv recommended that we dine at an all-you-can-eat Chinese buffet within walking distance of the hotel, and we took his advice. On our way back, we saw a couple of crotch rockets pop a wheelie right in front of the local constabulary, and thus we were treated to our own up close and personal viewing of "Cops," Plymouth, WI, style. After dusk, engaged in the traditional ISOA parking lot patrol, at least until the beer ran out.



The next morning, following a quick trip to the local the man's mall, Fleet and Farm – not Farm and Fleet, we went back to the track for a full day of racing. Roman had signed up for the lunchtime track tour, and Mark accompanied him on. There were about 70 cars on the track tour, including a large number of gorgeous classic Thunderbirds. Jim and I were allowed past the barriers by a friendly corner worker in order to snap a few pictures of Roman "up close and personal."

That afternoon, there were several more heats of all types of racecars from prewar Buggattis to late model Vettes. While spectating, we ran in to old friend and former ISOA member,

Paul Vander Woude, and were pleased to chat with him for a bit. There were some occasional sprinkles, and we headed back to the hotel around 5:00. We ate at a nice restaurant in downtown Plymouth on the recommendation of the hotel clerk, and had a very great meal. From there it was back to hotel, although we cancelled the parking lot patrol due to threatening weather, we did take over the lobby and "bs"ed until the beer ran out.

Sunday morning was cold! We arrived at the track around 8:00 AM and sat around shivering for a while. Again, the skies threatened, but we managed to stay dry for the most part. We saw the Group 3 races, which included Tony Drews [TR4] and Bill Dentenger [TR3], who had the only competition Triumphs entered in the racing. After that race, we called it a day, Murray recommended a nearby Sunday brunch, and we stopped for one last meal out before making a Bonzai run down the interstate to our respective habitats.



Lucille and I arrived back at SNIC BRAAAPP Towers by 3:00 PM on Sunday after covering about 400 miles. All of our Triumphs were trouble-free throughout the weekend, and the overall consensus was, to the surprise of no one, that a good time was had by all.

Suds



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



continued from page 1

roads through the far western reaches of ISOA terrain. Doug also used the event to officially debut his newest arrival, a stunning 1974 Mallard Blue TR6, sporting a triple Stromberg setup, to the gathering. In addition to Doug and Debbie, the caravan consisted of Joe and Roseanne Felix [TR4A], Jerry and Sandy Hurst [[76 TR6], Joe Kaplon and daugh-



ter Emily [58 TR3A], Mike and Diane Mueller [73 TR6], Roman Hrynewycz [74 TR6], Frank Cartwright [[69 TR6], Chuck Montague [75 Spitfire], Bob Crowley and Mary [Miata], Bill and Kim Jensen [Lincoln], and Peter Conover and Christy [Jaguar XK6], and your humble and obedient scribe in Lucille the Wonder Car [71 TR6].



Our route took us from Plainfield west along Hwy 126 into Oswego before crossing the Fox River. We passed the famed Farnsworth glass house, apparently named after a former Cubs relief pitcher known for his “unusual” training methods. As we continued west, we drove around a “Road Closed” sign, which Doug said had not been there when he ran the route a week earlier. Appar-



ently, there were some downed power lines, and the utility companies didn’t want anyone to possibly drive over a hot wire. We then came to a road block manned by a very vexed county sheriff who chastised Doug in particular and our entire caravan in general, for not heeding the sign. Since he didn’t have a paddy wagon big enough to run us all in, he let us off with a stern warning for ignoring the road sign.



We continued on through Sandwich and passed “Steve’s British Collection,” a well-known Triumph buyer. From there we meandered along some county blacktops and passed a couple of Triumphs sitting in a barnyard. Doug informed us that one had been on stilts



until just recently. After about 60 miles of driving, we took a rest break at Lake Shabonna, not a moment too soon for some of us who had opted for a third cup of coffee at Larry’s an hour and half before.

After a break to stretch our legs and answer nature’s call, we piled back into our Triumphs and drove west past Hwy 251 past a “Gentlemen’s Club named in honor of Tom Petty’s band [not Mud Crutch]. We began heading back east through the towns of Paw Paw, Little Rock, Sugar Grove, and Kaneville before we arrived at the Blackberry Inn on Hwy 47, our designated lunch stop. We enjoyed some more really good food and beverages before going our respective separate ways.



The tour had covered 118 miles and had taken about three hours. The weather was cooperative and all of our cars preformed faultlessly. Our collective thanks to Doug and Debbie for taking the time to painstakingly prepare such a great drive. Somehow, the winter of 07-8 doesn’t seem quite as bitter any more.



Suds



A WORD OF CAUTION

*Text and Graphics by
Bob "Suds" Streepy*



Like countless long-time TR owners, I have generally subscribed to the school of thought which holds that modern upgrades on a 35-50 year old car are probably not a bad idea. Unless you're a died-in-the-wool originality Triumphistae, newer technologies like electronic ignitions, improved sound systems, better tires, five speed Toyota transmission conversions, even fuel injection, or other such upgrades can improve the performance and reliability of our cars. My TR6 is not concours, so I'm not necessarily wedded to the idea that it has to be showroom stock. It's a relatively nice driver, but I'm more concerned with reliability than originality. When I performed the 2nd frame-off restoration on Lucille [the wonder car - as in, I wonder if I could get 20 cents on the dollar for what I've got tied up in this thing?], I converted to the Vandan Akker 5-speed, installed urethane bushings, up rated springs, Bridgestone Potenzas, and rear tube-shocks. The latter was in deference to general TR gossip, and catalogue marketing, about the improved handling provided by the newer tube shock conversion kits, which also bolted to the frame rather than through sheet metal and were hence much less prone to breaking. [It should be noted that I really didn't feel any appreciable difference in the handling after adding the tube shocks.] I'm not much of an auto-crosser, and I drive the car moderately hard, but I try not to get too "goofy" with it. Since the 2nd restoration, I have put about 20,000 miles on the car. Most

of the changes/upgrades seem to have worked out pretty well, although there have been two occasions when I had to retighten the bolts holding the tube shock adapter plate to the frame. In both instances, the bolts had backed out of the adapter plates. On the second instance, I added a nyloc nut to the other

side and made sure that there was plenty of locktite on the threads to prevent any further occurrence.

On the way home from the May ISOA meeting, I noticed a cacophonous sound emanating from the general direction of the right rear, and I assumed that somehow one of the bolts had worked loose again. The following morning, I jacked up the car, pulled the rear wheel and to my shock [pun intended]. I found that the rear frame cross member to which the shock adapter was bolted **had completely broken off**, leaving the shock dangling from the frame. [The driver's side was also cracked and beginning to break away.] I don't know a lot about car repairs, but I realized that this was serious. [I would also like to add that the frame on my car is



rust free, straight, and in excellent condition, so this catastrophic failure was not due to oxidation, or previous damage] I called my friend, ISOA master welder, Mike "Toofus" Mueller who offered to come over and diagnose the situation. There were two options, both of which were pretty labor intensive; One was to repair the cross member in situ, the other was to replace it. We decided that replacement was the only viable way to go. As it turned out, Mike had a spare rear frame portion gathering dust [rust?] in his back yard [doesn't everyone?], somewhat to the dismay of Mrs. Mueller. In fact, it was a frame I had given him some years ago. We decided to remove the cross member from his spare

frame and analyze it. If it passed muster, we would remove the broken cross member from Lucille and weld the replacement one in its place.

The following day, we sawzalled out the piece that we needed from the donor frame, sandblasted it, and found that it was structurally solid, although Mike did weld some reinforcement along the portion that had broken on mine. We painted it and let it dry over night. The next morning I drove, very carefully since I had removed the right rear shock, to Mike's. We jacked up the car, removed the rear wheels, half shafts, gas tank, and loosened the diff to lower it a couple of inches. Mike had ground down welds on the replacement cross member and had it all ready to install. We used a die grinder to cut through the welds holding what was left of the broken cross member to the frame and slid it out. Then we ground the welds off and prepped the frame in order to accept the replacement piece. Mike then trial-fitted the undamaged cross member in and tacked welded it in place before we called it a day.

The following morning, Mike welded the new/old piece in place. [Let me add that when Nigel was fabricating the frame back in Coventry, he never laid down a bead of weld as straight and clean as what is now on my car.] Dave Kayson stopped by to check on our progress [and have a beer] as we reinstalled the gas tank, the half shafts, brake drums, wheels and my **newly rebuilt lever shocks**. We test drove the car, and it handled just fine with the Armstrongs.

This was at least the second time that Mike has made this repair on a car equipped with tube shocks. I cannot emphasize enough to anyone driving an IRS TR with the tube conversion to reread Roman Hrynewycz's article on page 8 of the October 2007 Snic Braaapp about reinforcing your frame if you choose to equip your car with tube shocks in the rear. [If you don't have the article, e-mail me and I'll send you a PDF.]

We often poke fun at the unreliability of Triumphs, but in this particular case, I am pretty well convinced that this failure was not due to anything that was done in Coventry, but rather to an unnecessary attempt to make an improvement.

Suds



ILLINOIS SAINT ANDREW SOCIETY HIGHLAND GAMES
BRITISH CAR SHOW
JUNE 21, 2008 OAK BROOK, ILLINOIS



Vintage Wheels & Wings Car Show and Fly-In
Sunday JULY 13, 2008



Sept. 27-8

ISOA Drive In Movie Night - Friday, June 27th

Pack the kids into your station wagon, or make that your crossover vehicle, and head to West Chicago for an evening of fine dining and cinematic entertainment.

We will have dinner at Augustino's Rock and Roll Deli, 300 West North Ave, West Chicago before heading to the Cascade Drive-In to see a feature film - probably starring Adam Sandler.



September 7th, 2008 • 9:00am to 3:00pm
Registration 9:00AM to 12:30PM
Awards at 3:00PM
Moraine Valley Community College, Palos Hills, Illinois
www.britishcarunion.com

Come Experience the British Motoring Technology of Yesterday and Today.



August 15



August 9-10



June 15
Sussex, WI



Sept. 27-8



TR Fore!
Second Annual
ISOA Open
Sat. June 28
Tee Time 12:00

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 \$30.00 entry fee gets nine holes of golf, the use of a pull cart, lunch and beverages [at]. Limited to the first 24 ISOAers who sign up. RSVP Bruce Barnett, [847/825-8276]



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.triumphregistrar.com

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

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





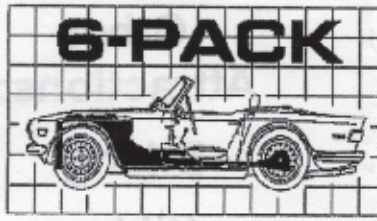
VINTAGE TRIUMPH REGISTER



2008 NORTH AMERICAN TRIUMPH CHALLENGE

**Ypsilanti, Michigan
August 5-8, 2008**

**"The Spinal Tappets"
Farewell Tour**



TRIALS 2008

Townsend, TN

**Sept. 11, 12, 13
2008**

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.



ISOA Campout July 11-13
Apple River Canyon State
Park

[Alternate accommodations;
Country Inns & Suites Stockton,
IL (815-947-6060) approximately

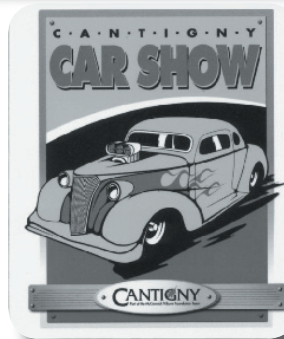
8 miles from campground.

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



Sept 21



White Trash Night
Aug.22



Dear Editurd,
While his Holi-ness wuz in town last month, I tol him this joke an' he like to wet his drawers laughin so hard. I reck-oned since y'all are havin' a golf outing this month, y'all get a kick out of it.
W.

A nun walks into Mother Superior's office and plunks down into a chair. She lets out a sigh heavy with frustration. "What troubles you, Sister?" asks the Mother Superior. "I thought this was the day you spent with your family."

"It was," sighed the Sister. "And I went to play golf with my brother. We try to play golf as often as we can. You know I was quite a talented golfer before I devoted my life to Christ."

"I seem to recall that," the Mother Superior agreed. "So I take it your day of recreation was not relaxing?"

"Far from it," snorted the Sister. "In fact, I even took the Lord's name in vain today!"

"Goodness, Sister!" gasped the Mother Superior, astonished. "You must tell me all about it!"

"Well, we were on the fifth tee... and this hole is a monster, Mother - 540 yard Par 5, with a nasty dogleg left and a hidden green...and I hit the drive of my life. I creamed it. The sweetest swing I ever made. And it's flying straight and true, right along the line I wanted, and it hits a bird in mid-flight not 100 yards off the tee!"

"Oh my!" commiserated the Mother. "How unfortunate! But surely that didn't make you blaspheme, Sister!"

"No, that wasn't it," admitted Sister. "While I was still trying to fathom what had happened, this squirrel runs out of the woods grabs my ball and runs off down the fairway!"

"Oh, that would have made me blaspheme!" sympathized Mother.

"But I didn't, Mother Superior!" sobbed the Sister. "And I was so proud of myself! And while I was pondering whether this was a sign from God, this hawk swoops out of the sky and grabs the squirrel and flies off, with my ball still clutched in his paws!"

"Nope, that wasn't it either," cried the Sister, anguished, "because as the hawk started to fly out of sight, the squirrel started struggling, and the hawk dropped him right there on the green, and the ball popped out of his paws and rolled to about 18 inches from the cup!"

Mother Superior sat back in her chair, folded her arms across Her chest, fixed the Sister with a baleful stare and said...

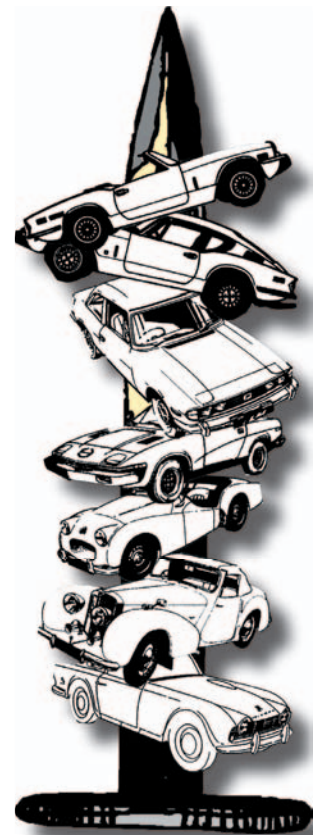
"You missed the [expletive deleted] putt, didn't you?"

GW



Dear Editor,

We have only recently become aware of the wanton demolition of a Chicagoland icon that has been near and dear to the hearts of all of us in the band. [To avoid any distractions, we were recording our new album in WI, so obviously we could not receive email, cell phone calls, newspapers, or any other modern communication] when this devastation occurred] I am referring, of course, to the uncalled-for destruction of the Berwyn Spindle. My bandmates and I were shocked and outraged that this icon has been lost to art patrons worldwide, and we have decided to let our guitars do our talking for us. We will be holding a benefit concert to raise money to build a new and bigger Spindle. We were thinking that the parking lot next to Mack's Golden Pheasant would be the perfect location, and we already have a commitment form Mae



Fox to display twenty or thirty cars, but we will need more cars to complete the masterpiece. If any of your members would like to participate in the donation of their Triumphs to the new Spindle [see artist rendering at left], please mail your check, made out to Spindle de Triumphé, to Spinal Tappets Benefit, c/o 341

Ambleside Dr., Roselle, IL 60172.
MF, Crystal Lake

Dear Silo,

We here at SNIC BRAAAP Towers never cease to be amazed at the humanitarian efforts of luminary rock stars such as yourself when it comes to charitable efforts. Live Aid, The Concert for Bangladesh, and the Crossroads Concert come to mind, but these efforts pale in comparison to the undertaking that you and the other members of the band are about to take on. I am well aware of your group's work on behalf of rehabilitating wayward children, particularly the drummer's efforts to "help" young women who have "lost their way," and now your band is volunteering its considerable talents to a truly noble effort on behalf of the arts. We respect and admire your considerable talents in the field of music, but now you have elevated yourselves in the minds and hearts of all of your many fans. You are the wind beneath our wings - God Bless you!

Ed



MAY MEETING NOTES



On May 3rd, a delightful Sunday evening, an even half a hundred ISOA members gathered in the garden level of Mack's Golden Pheasant to celebrate the tenth anniversary of ISOA's admission to the

restaurant in order to hold our monthly consortium. [Apparently, it has taken the Mack's longer to catch on to us, or more likely, we have become a more sedate group and hence haven't gotten kicked out of yet, unlike our previous haunts.] In either case, things got under way slightly past seven, as usual, when president Mark "Guzzler" Moore called the proceedings to [relative] order. Newcomers in attendance included Ron Moon of Schaumburg [72 TR6] and former member, back after a long absence, Dennis Hostetler of Glen Ellyn [74 TR6].

Mark began the meeting by describing his latest acquisition, a 64 TR4 [see page 4 for details]. From there, we discussed some of the last month's events. Tim "Toolman" Buja spoke about the distributor clinic held at Pyle's, and Rob Paczkowski, along with Tom Morgan, extolled the virtues of the club tune-up gurus who worked their magic the previous day at the spring tune-up clinic, also held at Bill and Sheri's. Jack "Spuds" Billimack, filling in for the absent Joe "Stagmeister," provided an update on the sTTAg project, which is progressing on schedule and may soon be in primer if all goes well. Jack then spoke of some of the events on the calendar for the near future. Among other things he mentioned were the spring Breakfast Run organized by Doug "Wires" Larson, the West Leyden Car Show organized by Rob Paczkowski, The SVRA Races at Road America in Elkhart Lake, WI, the Champaign Show, set for Memorial Day Weekend, and the Chi-Town Cruise-In, all of which will take place in May.

Jack also touched on the Triumph Register of America national convention, The Wisconsin British Car Field Day, the Highland Games British Car Show in Oak Brook, the Drive-In Movie Night, and the Golf outing planned by Bruce Barnett, all scheduled for June. He also spoke about various caravans in the panning stages for this year's VTR in MI.

Following a break, Roseanne Felix held the monthly raffle, which was won by Al

Christopher, who now has a new five lb. sledge to go along with his other dental tools.

Next it was time for the ever-popular Boomer nominations. With the advent of the driving season, the number of nominees was sharply up. Mike Blonder nominated Ernie "Evil Burt" Husmann for not returning the club dent puller to Joe Pawlak in a timely fashion; Joe Felix nominated "Mr." Bill Jensen for forgetting to remove the masking tape from his brake drums and then wondering why his brakes weren't working too well, Steve "Drippy" Yott nominated Mark Moore, for using a landscaping trailer, attached to a rusted-through hitch, to retrieve their latest acquisition. [Ed note: it should be noted at this point, Mark apparently assuming that the Boomer would go to Bill, mentioned that while his nomination might ordinarily qualify him for the bent wire wheel, he was certainly safe this time. At that point, the momentum swung in Mark's favor, and the more he tried to back track, the more the crowd turned on him. [Now he knows how the monster in Frankenstein must have felt when the villagers began showed up on is doorstep with torches and pitchfork's.] Mark then nominated Steve for thinking that the weight distribution on the trailer was satisfactory, since when it shifted, the hitch broke; finally, Irv "Elwood" Corey nominated Mark, again, for nominating the guy who was doing much of the work on Mark's TR6. Needless to say, our club president now has custody of the coveted Boomer, much to the delight of a certain resident of Joliet with freshly painted brake drums.

The Peter M. Roberts nominations went to: Jay "Cannonball" Holekamp, by way of Steve Yott, for making the trek from Midway to Wheaton and back, and then to Silver Lake, WI, before returning home, in order to bail out Guzzler and Drippy when their trailer hitch broke; Joe Felix, from Jerry Hurst, for helping do some transmission work on Jerry's TR6; and Steve Yott from your humble and obedient scribe for doing most, if not all, of the labor on swapping out the differential on Casper, not the world's nicest TR3, just the most expensive. Jay won by a landslide.

There being no additional old or new business, things broke up around nine. Begging your continued forbearance for any errors or omissions, I remain your humble and obedient scribe.



2008 ISOA

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Suds



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:** 1974 TR 6. Clean, healthy runner. Approx. 15K on engine (total 80K); overdrive; roll-bar; a number of modest handling and performance modifications; many extras, including never used original factory tonneau cover (\$600+for aftermarket offerings). \$15,000. Bill Ruetsche 847-719-2386 bfr5@comcast.net [5/08]

•**For Sale:** Miscellaneous TR3 parts including TR3A non-overdrive transmission, generator, starter, steering wheel, intake manifold, various intake and carburetor parts, various front end suspension and steering parts, valve cover and some engine parts. Email Will Howard at howardwill@msn.com [[5/08]

•**For Sale:** New 1 Rt., 1 Lft. door skins and a front valance for a TR6. Total list for \$1100.00 in Moss. Asking \$550.00. Bighedwoody@sbcglobal.net or Ed @ 815-485-5593 [6/08]

•**For Sale:** "Spinal Tappets" Concert T-Shirts. The official regalia ISOA for the 2008 VTR Convention. Email Kim Jensen ASAP @kimandbill76@sbcglobal.net to place your order in time to have yours before this year's NATC.

•**For Sale:** Tim Smith's TR 250 will be offered for sale to the general public within the next few weeks. If interested, ISOA members should contact Jay Holekamp [ph. 630/653-0610 or email jholekamp@sbcglobal.net] ASAP for particulars..

Coming in your July SNIC BRAAAPP



- Champaign British Car Show
- TRA
- Tony Beadle on "Pub Crawling"
- Lars "Geyser" Sullivan's New Arrival
- Chi-Town Cruise In
- Wisconsin British Car Field Day

Lots of other Stuff
On better newstands June 25th

Happy Birthday

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

Mary Kay Sheldon 6/02	Bob Erickson 6/13
Donna Skrzypek 6/04	Cori Costello 6/13
Eric Nielsen 6/05	Terri Anderson 6/16
Janet Revis 6/07	Frank Cartwright 6/22
Doug Campbell 6/12	Denny Cappelto 6/30

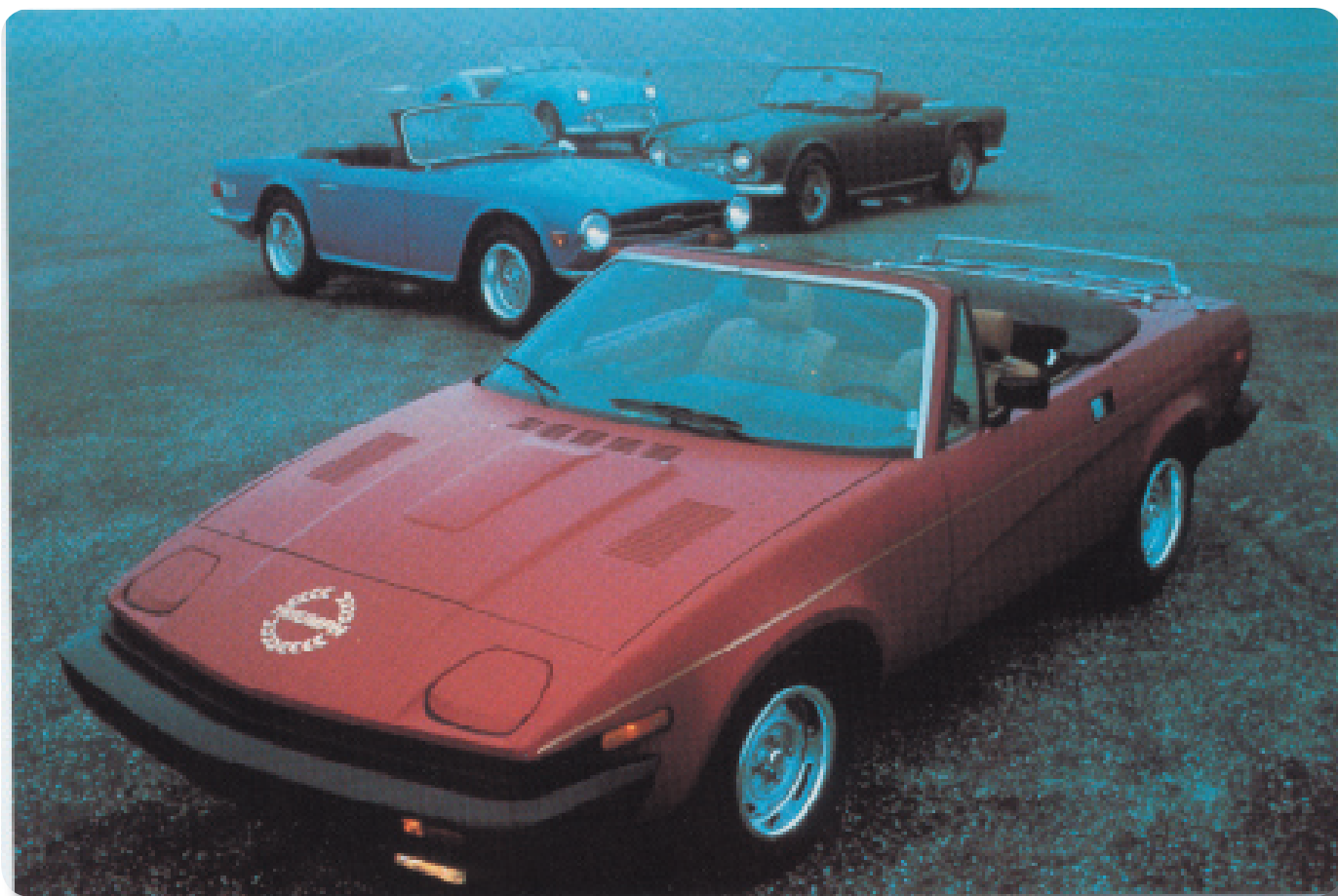
New Members

[memberships - 147; members - 213]

Lynne & Rich Filipiak - 8738 Osage Ct., Frankfort
(815) 464-8442 EMAIL: richf@agmindustries.com
76 TR6

Marcia & Dennis Hostetler - 144 Bryant Ave. Glen Ellyn
(630) 858-6289 EMAIL: dnhostetler@ameritech.net
74 TR6





It takes more than a tach to make a sports car.
Some people think a compact with a tachometer, stick shift and wire wheels is a sports car. No, sir. A real sports car is unique from start to finish. Like the TR-4.



Want a real kick? Get in a TR-4 and take off. Check the tach. Watch those engine revs build up. Fast. That's real sports car power. Triumph's tremendous torque whips you from 0 to 60 mph in 12.5 seconds. Top speed: 115.

Take a curve. The rack-and-pinion steering responds instantly - always right where you are. The wide track suspension and low center of gravity let you corner faster. Better, safer than you ever dreamed. Shift through the gears. They're lightning fast. All four forward speeds synchro-shift. Smooth as silk.

Stop on those big disc brakes. No fade... no pull. You can't stop faster or straighter. You'll discover the great feeling that comes when you know you're master of a superb machine. TR-4 won National Class 4 Motor in '62 - National Class 0 Motor in '63. You can't beat the price. \$2889* for the finest engineering Britain has to offer - and the most popular sports car in the U.S.

Once any of those so-called "sporty" converts... then you know the TR-4 a really tough workout. You'll know the difference.

TRIUMPH TR-4

The Triumph Spitfire Mk2

The Triumph Spitfire Mk2 is a real sports car. It's got a tachometer, stick shift and wire wheels. It's got a tachometer, stick shift and wire wheels. It's got a tachometer, stick shift and wire wheels.

It's got a tachometer, stick shift and wire wheels. It's got a tachometer, stick shift and wire wheels. It's got a tachometer, stick shift and wire wheels.



The number one number two car.



Triumph put in what the others leave out.

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THE REAR VIEW MIRROR



JUNE 2008

*SPINAL TAPPETS - [L-R] SCREAMER, WRONGWAY, STUMPY JOE [SEATED IN TR3],
MAESTRO, WHEELMAN. NOT PICTURED - SILO. PHOTO BY JAN KAYSON*