



SNIC BRAAAPP

SEPTEMBER 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

VTR 2008 - ISOA SAYS “YES!” TO MICHIGAN

TEXT BY BOB “SUDS” STREEPY GRAPHICS BY THE AUTHOR OR AS CREDITED



Mark Anderson Photo



MORE THAN TWO hundred Triumphs from throughout North America, including 25 from ISOA [*none of which were trailered!*], converged on the town of Ypsilanti, MI, over the span of Aug. 5-8 to attend the Vintage Triumph Register’s

annual convention. Hosted by the Detroit Triumph Sports Car Club, the convention honored the Triumph 2000 Roadster on its 60th anniversary and the TR 250 on its 40th. The event returned to its roots in 2008 since the DTSC along with the ISOA joined forces to hold the very first VTR convention in 1976. This year’s convention was the fifth hosted by the DTSC.

Two ISOA caravans departed for the convention. The advance party left on Sunday and took scenic roads less trav-

eled by. It was led by Joe & Kathy Pawlak [Stag] along with daughters Sandy and Jenny [Spitfire] and included Jack & Barb Billimack [TR6], Jack & Mary Lou Gleason [TR6], Tim & Sheila Mantel [TR6], Joe Kaplon & daughter Emily [Spitfire], Joe & Roseanne Felix [TR4A], Bill & Kim Jensen [Spitfire],

continued on page 8

INSIDE YOUR SEPTEMBER SNIC BRAAAPP

- Con “TR” ibutions from across the Pond
- White Trash V
- Orphan Car Show

Lots More Stuff



WHITE TRASH NIGHT

There are few if any events that capture the essence of ISOA any more than the annual "White TRash Nite" at the venerable Sycamore Speedway. The 2008 edition, held on Friday, August 22nd, was no exception, and in many ways, established new highs, or lows, depending on your point of view. The ISOA contingent consisted of approximately 20 or so club members including several who drove "in Triumph" to the clay oval 20 miles west of St. Charles. Rains earlier in the day threatened to wash out the racing, but the skies cleared and a full slate of racing under the lights got under way around 6:00 PM.

The ISOAers were supposed to be joined by a deputation of MG owners, but apparently the venue was apparently a bit too plebian for the Morris Garage devotees.



The early birds took advantage of the track's haute cuisine before making their way to the club skyboxes. The opening act consisted of time trials with two cars on the track to establish the starting positions for the various trophy dashes and featured races. The preponderance of cars on the track tended to be late 70s GM V8 powered sedans, although a few FOMOCO entries were occasionally spotted among the contestants. Apparently, it was a prerequisite that under no circumstances was a driver allowed to have more than one hand on the steering wheel in order to qualify.

The initial races were six-lap trophy dashes of about 6-8 cars starting,

but rarely finishing each race. From there, the evening progressed to 25-lap 25-car features, which never saw all of the starters finishing. In one race, a Crown Vic actually completed three laps with the hood up, giving the driver absolutely no visibility of the cars or anything else, for that matter, in front of him. Many of the races were exclusively for the fairer sex, and the ladies proved every bit as proficient as their male counterparts at drifting and swapping paint.



The races usually were between cars of similar size, and the compact class was every bit as much fun to watch as the full size models. On a couple of occasions, the modifieds, which race on Saturday, took some hot laps dicing it out with one another for practice. Not only were the cars much better prepared, but it appeared that the drivers were also considerably more skillful. The real fun started with the ever popular "run what you brung" race held among spectators who actually drag race their daily drivers around the oval. The first heat was between a Honda Del Sol and an unusually well illuminated Toyota Tercel painted to match a John Deere farm tractor. Score one for Honda. The second race featured a late model BMW three series which won easily, and the final prelim was another BMW and a 70s Ford Torino wagon. In the finals, it was a black Beemer vs. a red one, with the trophy going to the man in black who risked a 30K car to win a \$25.00 trophy.

Next up, it was the figure 8 race that looked like the merge on the 294 construction zone in Gurnee with more near misses than O'Hare during the controller's strike. Last, but not least, was the piece de resistance – the derby. In the final contest of the evening, about 20

hulks squared off to find out which would be the last car running after repeatedly smashing into one another. If the Romans had had old cars during the Pax Romana, we might never have heard of gladiators, and Sammy Sosa would most certainly have referred to himself as a derby driver. The last car running was a late 70s Sedan DeVille much to the chagrin of another driver who apparently took umbrage at some of the Caddy's tactics. It seems that there is some kind of Marquis of Queensbury rules in demolition derbies largely unknown to the great unwashed, because upon exiting his vehicle, driver number 2 took a swing at the winner and had to be pulled off by some corner workers who may not have bargained for doing double duty as arbitrators. The offended driver then told the crowd, in no uncertain terms using vernacular that we dare not repeat in family newsletter, what his plans for the Caddy driver included the next time their paths crossed.



And so it was, with the sweet aroma of burning anti-freeze and the sounds of crunching metal, not to mention a profanity laced tirade that would have made Lee Elia blush, wafting through the late night air, we headed for the exits, but not before enjoying a most entertaining evening. As Pat "Judge Dred" Morse observed on his way out after witnessing his first derby, "I ask you, where in the hell can you get this many laughs for \$12.00?"



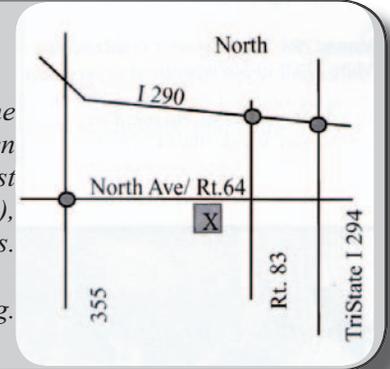
Suds



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
Sept.	7th	Sun.		22nd British Car Union Festival - Morraine Valley Community College
	3-7	Wed./Sun.		Friends of Triumph Kastner Cup Vintage Race at Watkins Glen, NY
	13-14	Sat./Sun.		50th Anniversary Celebration at Meadowdale Racetrack
	11-13	Th./Sat.		Six Pack TRials, Townsend, TN
	19th	Fri.	7:00 PM	Roselle Cruise Nite with <u>Special Guest Appearance by The Spinal Tappets*</u>
	21st	Sun.		Cantigny Car Show
Oct.	5th	Sun.	9:00 AM 7:00 PM	Barrington Concours d'Elegance -//www.barringtonconcours.org. ISOA General Membership Meeting [Board 5:00]
	11-12	Sat./Sun.		Fall Colour Tour & Campout, Kansasville, WI
Nov.	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.	8:00 AM	Clinic
Dec.	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
Jan.	4th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.		Big Bash '09

**The Spinal Tappets appearance at the Roselle Cruise night is a late addition to our Club Calendar. Dave Kayson has graciously invited everyone from ISOA to his home for a barbecue following the show. For more details, see page 14. It has been rumored that some brand new tunes about the band's experiences at VTR may be included on the set list.*

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. The large print giveth, and the small print taketh away. Questions, Comments, and Great Thoughts may be directed to:

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



NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE

With all apologies to T.S. Eliot, [not to mention Nirvana], I suspect many of us Heartland Triumphistae [along with countless students and their teachers] believe that September, not April, is the cruelest month. As we enter the ninth month of the year, we all know only too well what is lurking around the corner. Even though a cursory glance at the club calendar on page three shows quite a few driving activities still on the 2008 docket [BCU, Cantigny, Six Pack TRials, the club fall campout], it won't be that long before many of us try to remember where we packed the ice scrapers and begin to rearrange our

garages so that the snow blower is nearer the door than our Triumphs.

It seems like only a few days ago I was scribbling about looking forward to the upcoming driving season, and now we are starting to think about anti-freeze and trickle chargers. Over the last three months, we [i.e. ISOA] have managed to cram breakfast runs, car shows, movie nights, conventions, campouts, and assorted other club sponsored activities, not to mention just cruising around, into our already hectic lives. I have managed to rack up over a thousand miles on each of my Triumphs so far, and I still have one third of the holy TRinity of national TR conventions [Six Pack TRials] to attend. Its been a blast, but the '08 driving season won't be with us too much longer, and before we know it, we'll be back in our cocoons reminiscing about White TRash night or the trip to Ypsilanti.

With only a few driving events left on the schedule, let's all try to attend the BCU show at Moraine Valley. This particular show needs a good ISOA turnout to help with ballot tabulations, and a nice club turnout helps in the recruiting process, which is the lifeblood [along

with Castrol 20-50] of our organization. If you can't make BCU, maybe you can shoot for the Roselle Cruise Night on the 19th or the Cantigny outing. It's only in its third year, but it has already attracted a nice ISOA following for good reason. Also, don't forget that Kim Casper has invited us all to his place in Wisconsin for a campout on October 12th. [If you don't know him, just remember that any guy who's named after the world's most expensive TR3A has to be all right.]

Before you know it, we'll be writing about '09, but in the meantime, let's get out there and intake, compress, combust, and exhaust some of that 92 octane liquid gold before Jack Frost comes around and makes the possibility of open air motoring seem like a distant memory. This may the best time of the year for top-down driving, and like the song says, "...the days grow short when you reach September," so grind 'em till find 'em. Like Uncle Claude used to tell my old man when he went out on a beer run, "...them wheels is round for a reason."

Suds

SHOE





MOORE ON THE MARQUE
BY MARK "GUZZLER" MOORE



Greetings everyone. As I write this column, we are only a few days removed from the national convention in Ypsilanti. What a great time! Although I am a veteran of dozens of national car shows, this was really my first stand-alone VTR that our club didn't host. I have to say, the Detroit club knows how to throw a party, and ISOA loves a party. We took home the award for chapter participation with 25 member cars at the show.

Whenever you get that many ISOAers together, it's going to be a fun time. Throw in dozens of friends from past events and even more friends you didn't know you had until you meet them, and it makes for a great week. The show was well organized, and there was always some event in which to participate. I am sure there is much documentation of this throughout this fine publication, but I fear one event may go uncovered. So, I will act as a cub reporter for Snic-Braaapp and cover the one event that jumped out at me when I first saw it on the agenda. Of course, I mean the beer swap.

Many of you may not know this, but I am somewhat of a connoisseur of beers. Sure, I will consume most any swill that is served in a frosty glass (or warm can), but I do appreciate the many styles and variations of beer. At one time, I even tried my hand at home brewing, but gave it

up after a few years (too much work). The VTR brew swap was hosted by Marty Sukey. In addition to being a hot shoe autocross driver, Marty is a home brewer. He decided it would be fun to get other home brewers together for a beer tasting. If you were not a home brewer, you could attend by bringing a regional micro brew.

The event was well attended. I would estimate in the area of 30 people participated. The home brew was excellent. There were all styles of beer represented: ales, lagers, IPA, stout, weiss, porter, scotch ale, in many forms and combinations. I personally enjoyed the home brews most, but the regional beers were good, too. Marty had gone to the trouble to have labels made and named his beers things like Autocross Ale, Rent a Triumph Porter, and Spitfire Stout. My contribution to the event was Sand Creek Brewing Company's Special English Ale. I tried to find a small regional beer that no one else would have. It turned out to be great beer and a new favorite.

I could have taken notes and reported on the style and character of each beer, but I was too busy drinking and enjoying the company. Darrell Floyd brought a beer called "Leg Humper Ale," and despite the fact that

I think it was purchased for the leggy young lady on the label, it turned out to be pretty good. The party was rolling along when I checked the time and realized I had to run. It was time to change out of my "Shut Up and Fill Your Beer Hole" t-shirt and put on my "Spinal Tappets" t-shirt for the big show. Yes, I have a t-shirt for every occasion. I hope the beer swap becomes a tradition. It was a great little side event, and I think everyone who attended would agree that it was an unqualified success.

I had a great time at the convention. The camaraderie of Triumph owners and ISOA members especially can't be beat. I look forward to the chance to do it all again in about a month at the 6-pack TRials. In my column last month, I spouted off about how trophies shouldn't be the reason we attend car shows. Well, I just wanted to say, the award we took home for most participation by a VTR chapter (which I as president get to keep) is the reason to go to car shows. An award for having the most people there participating is better than one for having the shiniest car any day.

'Til Next Time,

Guzzler





CON "TR" IBUTIONS FROM ACROSS THE POND



LETTERS AND NUMBERS

BY TONY BEADLE

ISOA INTERNATIONAL BUREAU CHIEF & UK SENIOR CORRESPONDENT

At the same time as he asked me to unravel the tale of the British MoT Test (see last issue), Editor Streepy indicated that our vehicle registration system also needed to be covered in a similar fashion. Ever willing to oblige, your humble scribe duly cobbled together the following story with the fervent hope that both of our readers will be able to get to the end of it without falling asleep from boredom!

In the USA they are called license plates, in the UK we refer to them as number plates or registration plates. However, apart from being a combination of letters and numbers that are fixed to a vehicle, the plates themselves and the issuing methods have very little in common. For the purposes of this dissertation (and to avoid an early onset of terminal indifference by the audience) while

the differences in size, colour and style of each country's plates are acknowledged, no further comments will be made on this aspect of the subject.

It is hard to believe in the 21st century, but when the British Parliament passed the Motor Car Act in August 1903, this resulted in protests by many motorists. The source of their dissatisfaction was that the new law required all cars to be registered and carry a number plate, which one objector described as being "numbered like convicts and labelled like hackney carriages" (taxi cabs). Even worse, motorists also had to have a driving licence – although there was no test to pass, a licence could be obtained by simply filling in a form and paying the small fee at a post office!

The Act came into force on 1st January 1904, and the first London number to be issued was A1. This went to a member of the aristocracy, Earl Russell, who queued all night in order to secure the exclusive registration plate for his Napier. The first number in Scotland, S1, was given to Lord Justice Advocate Kingsburgh, another nobleman, but then only the wealthy could afford a car in those days.

Thereafter, registration numbers were issued locally by Metropolitan and County authorities and were usually made up of a simple format consisting of up to three letters and three numbers (i.e. ABC 123) although some places did use only two letters and up to four numbers (AB 1234, for example). Each district

was allocated a code of two letters, which enabled the car's place of first registration to be identified at a glance. For Triumph aficionados the most famous of these is obviously the Coventry designation 'VC'. Not only did this appear on Ken Richardson's TR2 record-breaker MVC 575 (which set a world record of 124mph on the Jabbeke Highway in Belgium in May 1953), the two letters also figure in many of the press photos issued by Standard-Triumph. In the early 1960s, Triumph used the registrations 3 VC, 4 VC, 5 VC and 6 VC on its team of TR4 rally cars, although the company publicity department was quite happy to 'borrow' a number plate from the competition workshop for a photo session if necessary. That's why 3 VC and 4 VC can be seen on two road-going Vitesses featured in British motoring magazine road test articles of the period!

As the number of cars on the roads increased, the more populated regions began to use up their allocation of letters and number combinations, so it was decided to let those places reverse the format (in other words, 123 ABC). This measure proved to be a fairly short term solution, and in February 1964, a new system was introduced, with the letter 'A' added as a suffix (i.e. ABC 123A) denoting the year (1964, running from January to December). Unfortunately for the motor industry, this had the unwelcome effect of making many more buyers wait until January before purchasing a new car in order to get the latest suffix letter on the registration, thus creating a logistical nightmare for companies trying to supply the huge numbers required.

To get round this problem, in 1967 the government agreed to alter the annual changeover to 1st August in an attempt to boost sales in the usu-

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

Send check to: Tim Buja, 1173 Butler Road, Rockford, IL 61108-4702



ally slow summer period and even out demand. This didn't really work because August quickly became the peak month for new car registrations! Anyhow, for '67 only, cars registered between January and July carried an 'E' suffix letter (ABC 123E) and those after 1st August and up to July '68 had 'F' (ABC 123F).

The suffix changed each year (the letters 'I', 'O', 'Q' and 'Z' were not used because it was considered they could be confused with numbers) until the alphabet ran out in 1982. Again the solution was to reverse the format, with the letter (A for 1983) now becoming a prefix (i.e. A123 BCD). It can be readily understood this merely postponed the inevitable, as it was only a matter of time before the prefix alphabet, too, was exhausted.

This actually came about a lot earlier than it might have done due to yet another change in the system (why do government officials feel the need to mess with things all the time?) in 1998, when the annual plate change was moved to September and made twice-yearly in March and September from 1999 onwards. As a result, the last prefix letter ('Y') was introduced in March 2001.

On 1st September 2001 the number plate system was changed to a new configuration: AB 51 CDE. The numbers are now called 'age identifiers' and change every six months (i.e. 02 denotes March 2002; 61 is September 2011, etc) and this system should last until September 2050 when the number '99' is reached.

In recent years, due to a large amount of classic cars being imported or restored, the stock of unused age-related registration numbers in certain areas was quickly exhausted. The solution was to raid the files of less populated regions, such as Scotland, and use up those old numbers. That is why, in British classic car magazines, you will often see vehicles with an 'SV' number plate, i.e. ASV 123 or 123 ASV. As these 'SV' registrations get used up, the numbers from other Scottish regions will be utilised.

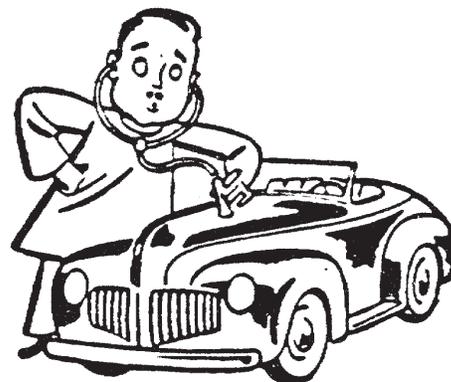
Finally, there is the dreaded 'Q' plate. This is intended for any vehicle that has either been assembled from a

variety of different makes (such as a kit car) or for which the date of manufacture cannot be verified. This plate usually takes the form ABC 123Q or Q123 ABC and is not allowed to be changed, which is why some people go to such extraordinary lengths to avoid having a 'Q' plate issued to their classic car.

UK registrations are supposed to stay with the car they are originally issued to for the life of the vehicle, but in recent years there has been a big increase in the use of personalised number plates, with owners buying letter and number combinations that have a significant meaning for them. However, unlike some American states, it is not possible to obtain any combination of letters and/or numbers, the plate must conform to that in existence when the car was first registered. You can have an older style number (sorry, license) plate on a new car, but not a plate that might make the car seem newer than it actually is. For a fee, it is permissible to transfer a registration from one vehicle to another and, although the government agency officially frowns on those drivers who distort numerals in order to make up words, it still sells such plates to the highest bidders.

A famous example of a choice UK registration is the television comedian who bought COM 1C for his Rolls-Royce, but I regularly see a Mercedes locally with the number plate 13 UZZ. That doesn't look very special in its 'proper' configuration but by squeezing the numbers together, the owner has made the plate read BUZZ. In a similar fashion, ELV 15 soon became ELVIS, but I'll leave it to your imagination as to what the registration PEN 15 was made into before the authorities banned it...

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Tony Beadle July 2008**



ISOA TECHNICAL EXSPURTS

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



continued from page 1

Doug & Debbie Larson [TR6], Jerry & Sandy Hurst [TR6], Roman Hrynewycz [TR6], John Kolton [Stag], Pat Lobdell & Marilyn Munoz [TR4], and Irv & Vickie Korey [Fixed Head Dolomite WRX].

This group drove along a picturesque route mapped out by the Stagmeister and included pauses at quaint sights and scenes throughout western MI. On Tuesday they were joined by the Banzai group that left early that day and included Jay Holekamp [TR4], Steve Yott [TR4A], Murray Bruskin [TR3A], Mark Moore [TR4A], Tim Buja [TR8], Jeff Rust [TR6], Frank Cartwright [TR7], Dave, Joan, and Adam Shedor [TR6], and your humble and obedient scribe [TR3A]. This caravan opted for the only slightly less charming I-94 expressway and planned to hook up with the first group for lunch at a restaurant in Ann Arbor, until fate reared its ugly head.

We had gone about 180 miles when suddenly and without warning, my right rear wheel locked up – at 80 MPH! Fortunately, the pavement was dry, and there were no cars on either side of me as I fishtailed along I-94 until I got the car under control. We limped on down the road a mile or so to Paw Paw, MI, and limped into the nearest gas station. Steve “Roadside Assistance” Yott quickly diagnosed the malady as a disintegrated rear wheel bearing. The group had already planned to stop at Mark Anderson’s home in Adrian, MI, where Mark had



Tim Buja Photo

“I can’t ask Mike to go to my house, pick up an axle shaft and drive two hundred miles.” I said. “Sure you can,” replied Dave, “I’ll call right him right now.” Sure enough, my guardian angel, Toofus, agreed to get my spare half shaft

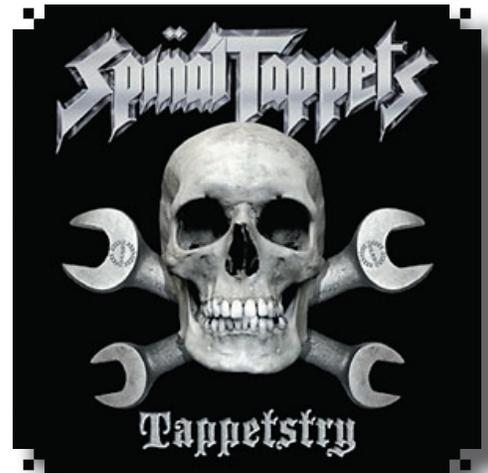


Tim Buja Photo

[one that I had nearly thrown out], some grease, a few tools from my garage and drive to Paw Paw. The rest of the caravan headed off to meet the other ISOAers, while I amused myself for the next four hours reading my Bentley manual. Mike got there in record time, and soon we had the replacement axle installed, the brakes adjusted, and just to be safe, the right axle bearings greased.

We got to the Ypsilanti Marriot around six. We had missed the Beer Exchange [autocross hotshoe Marty Sukey of OH had organized a VTR first “Brew Swap”] in which folks shared home brews and local samples of their favorite beers with one another. As Len Renkenberger, one of the founders of Six Pack once astutely observed “Triumphs and beer go together like a nun’s knees,” and this event bore that out. [Just ask Mark “Guzzler” Moore.] We also did not attend the funkhana, but I had already had enough “fun” for one day.

Mike had accompanied me to Ypsilanti to spend the night as my guest and to see the Spinal Tappets perform. Upon arriving at the host hotel, we found the guys in the Spinal Tappets and checked on some details for the evening’s gig. The welcome reception was set for Tuesday evening, and for many in attendance, myself included, it was the highlight of the convention because it featured the world’s greatest Triumph cover/parody band, ISOA’s own Spinal Tappets. Their engagement included two rousing sets of old and new material that seemed to more than entertain the assembly. The set list included both straight classic rock covers along with several parody tunes thematically



based on misadventures encountered by Triumph owners. [Screamer even improvised some new lyrics to commemorate my breakdown earlier that day.]

All of the registered conventioners received a CD [appropriately entitled Tappetstry] superbly produced



Tim Buja Photo

a lift and plenty of tools, but there was no way Casper could make it that far. In fact, it wasn’t going anywhere in its present condition. Then Dave Shedor had an inspiration. “Why don’t you call Mueller?” he asked.





and engineered by lead guitarist Mike “Wheelman” Konopka. The other band members included Dan “Wrongway” Swanson – keyboards, Dave “Stumpy Joe” Kayson, percussion, Peter “Maestro” Conover – bass, Mark “Silo” Fisher – harmonica, and Jim “Screamer” Aldridge – guitar and vocals. Mike “Hands” Blonder handled the sound-board and did a great job maximizing the audio; perhaps too much so for the management of the Marriott since they asked him to turn it down during the second set. Providing background vocals were the famous “Tappettes” [Kathy Pawlak, Sandy Hurst, and Kim Jensen]. During the course of the show, your humble and obedient scribe cleared the room with a



lame parody of Janis Joplin’s “Mercedes Benz,” and Joe Stagmeister Pawlak sang [?] “Wild Thang” much to delight of the audience. Even though the hotel management felt that there was bit too much volume from the band, the crowd, particularly their fans from ISOA, loved it. At the party we ran into Mark Anderson, Pete Ekstein and Bob Steele, and their significant others, which brought the ISOA contingent to more than fifty!

With the convention off to a

rousing start, the following morning we were off at daybreak for a breakfast run, while the chords from the previous evening’s concert were still ringing in our ears.

One of the ongoing activities at the convention was a Spitfire rebuild that the North American Spitfire Squadron undertook. The car belonged to Vern Brannon, past VTR president, and it went from frame to [almost] driver in front of our eyes. It began on Wednesday and continued non-stop throughout the week. It was fun to stop by and check out the



progress [and learn some new profanity] as the DTSC crew worked on bringing the Spitty back to life before our eyes.

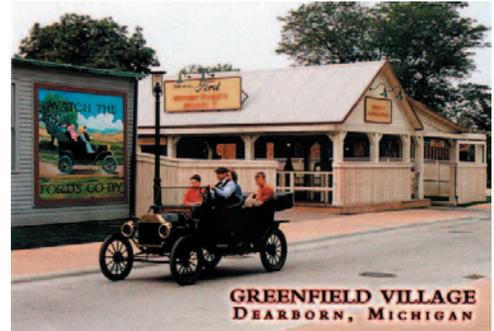
That afternoon there was a rally and a seat-rebuilding clinic, and later there was the Jack “Spuds” Billimack memorial “Ice Cream Run” and a carb clinic.

Jay Holekamp and I headed over to Dearborn to see the Henry Ford Museum and Greenfield Village. We spent two or three hours in the museum and only scratched the surface in terms of seeing the displays. We paused at the vintage 1934 Wienermobile and watched a group of middle school students assemble a Model T [I hope that they had more



success than the Spitty team.], looked at a Buckminster Fuller prototype prefab

house, several vintage airplanes, the bus in which Rosa parks earned civil rights immortality, the limo in which JFK was



shot, and more neat old cars than space permits to recount. Then we took a train ride around the perimeter of Greenfield Village and strolled the grounds for an hour or so, but we barely saw the proverbial tip of the iceberg in terms of the buildings and artifacts.

The panoramic photo shoot was held in a park in downtown Ypsilanti and proved to be a lovely setting for the photo. The day’s formal events concluded with a VTR board meeting before the “parking lot patrol” session began.

On Thursday, the featured event of the day was an autocross, held in a huge parking lot on the campus of Eastern Michigan University. Each participant got two runs, and times ranged from just under sixty seconds to infinity.



Tim Buja Photo

The local SCCA chapter organized the event and did a nice job putting it on. Joe and Kathy Pawlak, Pat Lobdell, Jeff



Tim Buja Photo



Tim Buja Photo

Rust, Tim Buja, and Joe Kaplon all participated, as did Adam Shedor and Emily Kaplon. They each finished just out of the money while Sandy Denninger and Jenny Pawlak both would receive awards for their driving prowess, proving that the acorns don't fall far from the tree in ISOA.



Photo by Michael Shuster Photography

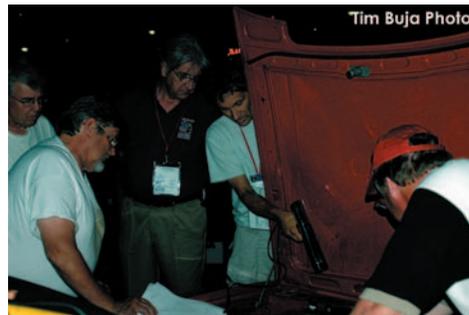
Jay and I spent the afternoon touring the Hudson Museum in Ypsilanti's historic "Depot Town" district. The museum contains not only vintage Hudsons [it was originally a Hudson dealership, but no one had the heart to tell the owner that Hudson went under in 1955, so he's still running a repair shop in the back], but also Kaisers, a Henry J, Corvairs and other vintage automotive ephemera.



That evening the VTR auction was held in the hotel. Most of the items up for bid were new since they were donated by Triumph vendors, chief

among whom were the Roadster Factory, Moss, and Victoria British. This event is always entertaining to watch, particularly after the crowd has loosened up with a couple of libations, although no one bid \$40.00 for a TR stocking hat this time, still a VTR record.

Following the auction, Joe Pawlak conducted an impromptu parking lot ignition clinic, much to the awe of those who had never seen the Stagmeister in action. The session was followed by the customary parking lot patrol activi-



Tim Buja Photo



ties. In the meantime, the ISOA ladies held a clinic of their own in the hotel lobby, and they made it abundantly clear that no men were allowed to encroach on their space. Their laughter could be heard all the way in Ann Arbor, but the hotel staff had more sense than to try to



tell them to keep it down. [Maybe they learned their lesson from trying to stifle the Tappets?]

The car show took place Friday. As usual, the registrants entered either judged concours or participant's choice. The display of Coventry's finest was

breathhtaking and ranged from pristine trailer queens to daily drivers. Some of the more unusual cars on display this year included a 1935 Gloria, a collection of Standard 10s that included an estate [sta-



tion wagon to us colonists] and a sedan and a pickup all owned by the same guy, a Mayflower, several 2000 Roadsters, and a hemi V8 powered Mayflower. The 48



hour rebuilt Spitfire was also there, but not under its own power, although the car was completely assembled. The show ran



until early afternoon and afterwards we took an ISOA group photo [see cover].

We kicked back before it was time to get ourselves detailed for the banquet. As usual, the ISOA contingent did not go away empty handed from the awards ceremony. In fact, the club itself received a trophy for its participation based on our overwhelming attendance.

Before the awards presentation, a contingent from California spoke about



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L u i s

books thrown in for good measure. [For a complete recap of his address, read any 1992 issue of British Car Magazine.] Tim Buja was recognized with an award for his service to the VTR board, and SNIC BRAAAPP received a newsletter trophy. Autocross trophies went to Sandy Denninger [in her first autocross!], Jenny Pawlak, Kathy Pawlak, Joe Pawlak, Dave Shedor, Jeff Rust, and Pat Lobdell. Participant's Choice trophies were awarded to Tim Mantel, Roman Hrynewycz, and Tim Buja. In the concours category, awards were presented to Steve Yott [397/400 points!!], Frank Cartwright, Kim and Bill Jensen, John Kolton, Jay Holekamp, Bob Streepy, Sandy Denninger, and Joe Pawlak. Joe Felix received a gold certificate for earning more than 350 points while Doug

Larson barely missed a gold with 348 and settled for silver.

Following the dinner, we headed for the parking lot for one last visit with our old and new found friends from around the country before calling it a night.

On Saturday morning, we broke into smaller groups for the return trip. Some us of opted for a route along secondary highways, arriving back in Chicagoland around 2:00 PM, but not before enjoying one of the most memorable conventions in history. Hats off to the DTSC for a fine effort at organizing a most unforgettable event.

Suds





TEXT AND GRAPHICS BY BOB STREEPY

On an utterly ideal day weather-wise, more than 250 special interest cars assembled on the banks of the Fox River in Aurora to attend the annual Orphan Auto Show and Picnic. Aside from being [mostly] shiny or unusual, all of the cars all had one thing in common – they were cars whose manufacturers are no longer in existence.



The event was sponsored by the Chicagoland Corvair Club, and the host club had more examples on display than Z Frank or Nickie Chevrolet ever did. Besides a plethora of every type of the car that Ralph Nader singled out as unsafe at any speed, there were numerous Hudsons, Packards, and Studebakers on display, not to mention at least 15 ISOA Triumphs. Jack Billimack [Herald], Bruce Barnett [TR3A], George Grumbos [TR6], Jim Thing, [TR 250], Tom Sotomayer [TR6], Jay Holekamp



[TR4], Bill & Kim Jensen [Spitfire], Joe & Roseanne Felix [TR4A & Spitfire], Jerry & Sandy Hurst [TR6], Pete & Denise Ballard [Morris Garage TR], Ken Briegel [TR3A], Roman Hrynewycz [TR6], John & Pat Nies [TR6], Bobby and Annie Lathrop [Spitfire], Chuck Hall [Spitfire], Bob Steele [TR8] and your humble and obedient scribe [TR3A] had cars on display. ISOAers also in attendance sans Triumphs included Tom & Pat Morgan, Dan & Kathy Swanson with their toddlers, & Pat Morse.



The 2008 edition of the Orphan Picnic was to be the last on the grounds where the show has been held for nearly twenty years. The organizers are currently looking for a new venue for the 2009 show.

The event is certainly one of our all-time favorite car shows for so many good reasons. There is no judging or people's choice balloting, just a lot of car folks with neat vehicles that



they enjoy sharing with one another. There is no admission or registration fee; the event is funded through the sale of raffle tickets. The organizers also provide free soft drinks, free snowcones, and **free beer** [Three different varieties of Goose Island!] to the attendees, and they even set up grills for entrants to cook their own food. There are games for the children and sufficient port-a-potties to accommodate those who take advantage of the **free beer**. The location

is beautiful. The grounds, which are privately owned by Rick Korthauer of the Corvair club, are on the banks of the Fox River in Aurora, and the setting is as nice a venue as one will find in the area. The location is also very convenient for many members of our club.



Then, there are the cars. Even though we have attended this show on several previous occasions, there is always something new and, heretofore, completely unknown to us. This year there was a late 20s Daimler limousine that was unlike anything we'd ever seen before and an Invicta Speedster powered by a Chevy Stovebolt six with as much wood as any Chris Craft. There was also a Janus, a car with door in front – ala Messerschmidt, and a rear hatch, too, – hence the name from the Greek two-headed deity. There were Metropolitans, Edsels, Avantis, Plymouths, including a 1938 two door with air conditioning, lots of MGs, and a couple of non-ISOA Triumphs. To cap it off, the weather on Sunday August 17th for this year's show was absolutely spectacular. All of the ingredients for a great summer Sunday afternoon were in place, and to say that we all enjoyed ourselves for a few hours would be a gross understatement.



Suds





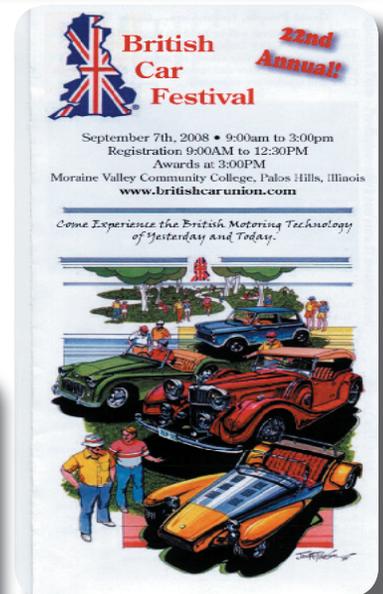
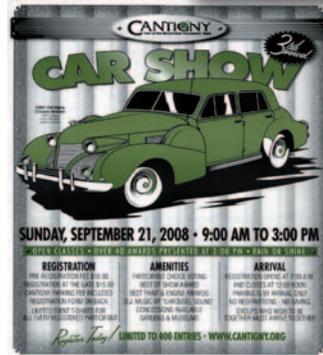
FRIDAY SEPTEMBER 19TH.

- Last chance to see Spinal Tappets in 2008
- BBQ afterwards at The Kayson's
341 Ambleside Dr., Roselle, IL 60172
- Cars start arriving between 5:30 to 7
- Spinal Tappets will play 2 sets starting at 7.
- BBQ around 9:15 till ????

Check out : www.cruiseroselle.com

- Directions:
Irving Park and Roselle Road.
Turn south on Roselle.
Turn left at first light (Central)

Send Dave and Jan an e-mail if you are coming. That will help us know how much food and spirits to buy.
djkayson@sbcglobal.net 630-529-9387 or 630-550-3095



THE FIRST LATE OCTOBER KANSASVILLE, WISCONSIN, COLOR TOUR AND CAMPOUT/MOTELIN.

When: Saturday, October 11, and Sunday, October 12, [Meet 10:00-11:00 Saturday morning at Kim & Judy Casper's house.]

Where: Kim & Judy Casper's country estate near Kansasville, WI. – Just west of Kenosha

Saturday: Drive on beautiful back-roads with stops at antique shops, scenic overlooks and refreshment establishments. (Optional motel stay for non-campers in nearby towns. Visit Union Grove drag strip on Saturday evening (optional). Sit around the bonfire and tell embarrassing Triumph stories. Move into the pole barn in case of inclement weather.

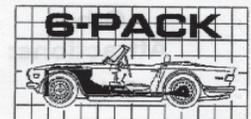
Sunday: Enjoy the campout potluck breakfast – bring your own food and a dish to pass. Return home or drive to the Milwaukee area for museums, brewery tours.
Directions from I-94: North on I-94 into Wisconsin
West on County Rt. KR (the Kenosha/Racine County Line) ahead on Schroeder Road
Right (North) at "T" onto Wisconsin 75 (Beaumont Ave.)
Left after about 2 miles into Casper's driveway. (One brick pillar, Asphalt paving. Can't see house from road).

Directions from Illinois Rt. 83 North into Wisconsin. Rt. 83 turns into Wisconsin Rt. 75.

Follow above directions when north of County Rt. KR.



RSVP & Contact info: Kim Casper
Home Phone: 262.878.2337; Cell Phone: 262.939.5463
E-mail: kimcasper@wi.rr.com



TRIALS 2008

Townsend, TN

Sept. 11, 12, 13 2008



LEGENDS AND LEGACIES

FEATURING 100 OF THE WORLD'S MOST RARE, HISTORIC, AND CLASSIC CARS



1937 DELAHAYE 135M OF FOUNDING EXHIBITOR MALCOLM PRAY; PHOTOGRAPHY BY MICHAEL FURMAN.

Barrington Concours d'Elegance at Arlington Park

*Your hosts and beneficiaries:
Barrington Area Conservation Trust and
Hospice of Northeastern Illinois*

Sunday, October 5th

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@classicmotor-sports.net.

IN MEMORIAM

Jack Drews, known within the TRiumph community as Uncle Jack, passed away Saturday, August 16th, at Grattan Raceway near Grand Rapids, MI. Jack died doing what he loved, racing his beautiful vintage race TR4. Reports from the corner workers indicate that Jack was slumped in his seat with his head down when the TR4 drove off the track at corner 1 without any attempt at braking or turning. Jack would have been 72 in September.

Jack and Frances, his bride of 48 years, as well as their son, Tony, have been fixtures in the vintage racing scene for many years. Jack raced a variety of cars for almost 50 years, but he always told us that the most fun he ever had racing was vintage racing the TR4. Jack was an innovative engineer and used his engineering skills to make TRiumphs safer and stronger, both for racing and on the street. Jack conceived the Southwick Conversion, which ended an epidemic of broken axles and upside down TRiumph race cars. He also produced and marketed uprated front stub axles, hubs, and wheel bearings for the TR range. His latest project was a seat rail kit designed to make adding Miata seats to a TRiumph a simple bolt in arrangement.

Jack was a wonderful husband, father, and friend. In addition to Frances and Tony, Jack is survived by 2 daughters, a son in law, and 4 grandchildren. His passing leaves an unfillable void. He will be missed by many.

Notes of condolence may be sent to:

Frances Drews
514 North Vail Street
Geneseo, IL 61254

text written by Irv Korey

Condolences to Pete Eckstein on the loss of his former wife Laurie. Pete and Laurie attended the VTR convention in Ypsilanti together. She is also survived by their daughter Katie. Services have been held.



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 Braappp. 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.

Dear Sir Bentley,

I fear that I have been the victim of a dreadful misunderstanding, and I would be most obliged to you for allowing me to use your internationally renowned forum to set the record straight. At a recent press conference, while my good friend Brock was addressing the press, I innocently whispered to a colleague [Being unfamiliar with these types events, since I always try to shun the media whenever possible] and was overheard by a reporter from Fox news. I just mentioned that I had been helping Brock remove some oxidized fasteners from his ebony VW. You see Brock has this old VW Beetle, and I have been helping him restore it, but he has been so busy of late that he has recently taken to "short cuts" that may make the re-assembly process difficult; i.e. hack sawing rusted bolts, or worse yet, breaking them off rather than carefully removing them in tact. What I said to my companion was, "Brock don't care 'bout black Volks. I'd like to cut his nuts off," meaning that I plan to assist him in the proper removal of his recalcitrant hardware. An overzealous scribe took my words out of context, and now some people have misinterpreted



my intent. Now that I have clarified my choice of words, do you have any suggestions for removing rusted nuts and bolts?
JJ Chicago

Dear Reverend Jackson,

I know only too well from first-hand experience how the third estate can

twist one's words to make us appear "awkward" in print. [I swear as God as my witness that I never asked that boy if he'd like to see my etchings. Besides, he could easily have passed for eighteen]. At any rate, I'm happy to allow the use of this column for you to clarify this unfortunate situation.

As to your query, I have come across a new product that I believe will serve you and your friend, Brock, quite nicely in your endeavors to remove the fasteners from his Beetle. It is available at better auto parts retailers throughout the colonies. I'm told that there are other products from the same vendor in the works, including a proprietary version exclusively for Jaguars [Jag-off], as well as one for organized crime members [Whack-off].

BH

Dear Sir Bentley,

I'm sick and tired of all this whining from all those Triumph owner crybabies about faulty Lucas electric, rusted TR6 trailing arms, overheating Stags, and "twitchy" Spitfire rear suspension. These so-called "problems" are all in their heads; these are imaginary concerns, and anybody who disagrees with me is an idiot.

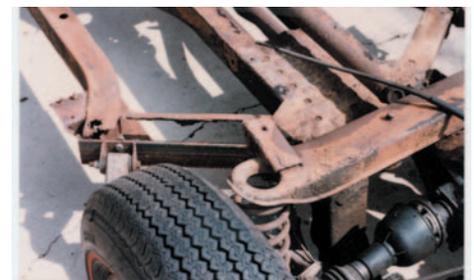
PG - Texas



Dear Senator,

Once again, your observation is absolutely brilliant. As a former employee at Standard-Triumph, I can assure you that these complaints are all rubbish, dreamed up by some jealous MG public relations men who couldn't abide the fact that our cars were more popular than their underpowered wimpmobiles. Everyone who has owned a Triumph knows that Lucas electrical components were far ahead of their time as witnessed by the development of the intermittent windscreen wiper. TR6 owners all know of the chassis oxidation programme developed by S/T engineers to reduce weight over time to compensate for wear and tear on the internal engine components, and any Stag owner worth his salt can tell you that by taking a few simple steps [see www.BurnoutBobsblownnitrousstag.com] the Stag can be transformed into a dependable, yet spirited, highway cruiser. As to the rear Spitty suspension, its success in autocross speaks for itself. It has consistently outperformed the only other three wheeled cars in its class [early Morgans] and won a place in racing history.

It is genuinely unfortunate that more North Americans do not share your enlightened views.

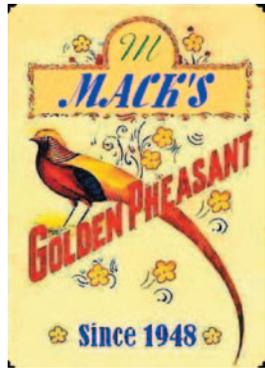


Example of TR IRS frame lightening process in action.



AUGUST MEETING NOTES
[IN CASE YOU MISSED IT]

On a gorgeous Sunday evening, a decidedly smaller than customary ISOA crowd gathered



in the garden level of Mack's Golden Pheasant to attend the club's monthly consortium. Things got under way slightly past seven, as usual,

when president Mark "Guzzler" Moore called the proceedings to [relative] order. One of the newcomers in attendance included Mark Hattenhauer of Rolling Meadows [75 TR6].

Mark began the meeting by asking Joe "Stagmeister" to provide an update on the sTTAg project, which is progressing on schedule and should soon be in color - if all goes well. Rich Scholl discussed the recent Union Transportation Extravaganza, and Peter Conover told of his experience at the Meadowbrook concours in Detroit, held just prior to the VTR convention. Several members spoke about our trip to the convention in Ypsalanti, including John Kolton, Jerry Hurst, and your humble and obedient scribe.

Since Jack Billimack was out of town, I spoke about some of the events on the calendar for the near future. Among other things, I mentioned the upcoming, White TRash nite, the Milk Pail show, BCU, The Kastner Kup in Watkins Glen, NY, the Meadowdale Golden Anniversary celebration in Carpentersville, the Six Pack TRials, and the Cantigny show in Winfield. Kim Jensen discussed the

Orphan Picnic in Aurora, and Peter Conover mentioned that the Spinal Tappets had been engaged to play at the Roselle Cruise Nite on Sept. 19th.

Following a break, Roseanne Felix held the monthly raffle, which was won by Ken Kendzey, who now has a new steering wheel cover for his Berkely. Next, it was time for the ever-popular Boomer nominations. Tim Buja nominated your humble and obedient scribe for changing out a diff and not properly lubricating the wheel bearings, and Joe Kaplon got a mention for leaving his keys in his car, but the trophy went to Bartlett where it is now on prominent display in the Snic Braaapp Towers trophy case

The Peter M. Roberts nominations went to: Jay "Cannonball" Holekamp, by way of Mark Moore, for handling the sale of Tim Smith's 250 and to Mike Mueller for dropping what he was doing [Thank God for Tivo] and delivering an axle, complete with bearings, to Paw Paw, MI, to bail me out. By executive decree, both nominees received a complimentary beverage.

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.



Suds



2008 ISOA

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stagfire6573@foxvalley.net



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. To place an add, please e-mail Bob Streepy at: trstreepy@sbcglobal.net or call 630/372-7565. The editor reserves the right to adjust the length of an ad to accommodate the space available.

•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 [8/08]

•For Sale: Limited number of "Tappetstry" CDs produced for the 2008 VTR Convention. 11 Tracks, including six brand new cuts..While they last - only \$5.00 each. See Kim Jensen at the next meeting or call 815/729-9731. When they're gone, they're gone.

•For Sale: Pair of 1971 TR6 highback seats. Black vinyl with diamond weave pattern. Excellent condition. Will fit TR4A, 250, or any TR6, but stock tonneau will only work on 1970-72. Also, set of seat rails with mounting hardware for TR6. Bob Streepy 630/372-7565 trstreepy@sbcglobal.net. [9/08]

Happy Birthday

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

- | | |
|--------------------|----------------------|
| Ann Buja 9/01 | Scott White 9/19 |
| Jenny Pawlak 9/04 | Bill Pyle 9/23 |
| Jim Thing 9/06 | Steve Yott 9/23 |
| Joe Felix 9/09 | Pete Eckstein 9/23 |
| Ruben Luna 9/09 | Roman Hrynewycz 9/23 |
| Denise Ballard 9/9 | Nancy Grumbos 9/24 |
| Stan Smith 9/13 | Bruce Barnett 9/25 |
| Mike Blonder 9/16 | Paul Kurtzner 9/25 |
| Kathy Swanson 9/17 | Rosemary Sedlak 9/28 |
| Jim Billimack 9/18 | Kathy Mitchell 9/30 |
| Sheri Pyle on 9/19 | |

**COMING IN YOUR OCTOBER
SNIC BRAAAPP**

- Roselle Cruise Nite
 - Monthly Mumblings
 - Cantigny
 - Six Pack TRials
 - Meadowdale 50th Anniversay Celebration
 - Kastner Kup at Watkins Glen
 - Sir Bentley's "Advice to the Shopworn"
- Lots More Stuff*

On sale at better newsstands October 1st

NEW MEMBERS

[memberships - 151; members - 220]

Mark Hattenhauer
4107 Jody Ct, Rolling Meadows, IL 60008-2360
H:(847) 397-3551
EMAIL: boiler1975@juno.com
75 TR6

**Don't forget -
No meeting this month!!**

Wear your nametag on September 7th anyway.

SHOE





The tremendous torque in the big Triumph engine will whip you from a standing start to 60 mph in 10¹/₂ seconds. Top speed is 110 mph.



Triumph's four-speed, all-synchro shift provides a short, sure throw. Complete instrumentation is set in a handsome English walnut dash.



These big disc brakes always stop you with no fade...no falter. You'll never have more control over a stop in your life.



Rack-and-pinion steering responds instantly...accurately. Just aim the TR-4 and she'll follow through beautifully.



Wide-track suspension smooths out any road...lets you corner faster, flatter, safer than you ever thought possible.



Weather-tight on the wettest days. Roll-up windows and a snug, easily ejected top keep you warm and dry in any weather.



Deep, contoured bucket seats are individually adjustable. Try one--feel how it holds you. That's genuine handcrafted English leather, too.



The TR-4 was designed by the brilliant young Italian, Giovanni Michelotti. Its good looks are classic.

The Triumph TR-4

SPECIFICATIONS (General Dimensions)

Length	103 in.	Track	Front	56 in.	Rear	56 in.
Wheelbase	46.9 in.	Steer Wheel	48 in.	48 in.		
Height (top up)	41.6 in.	Wing Width	40 in.	40 in.		
Weight (dry)	2075 lbs.	Fuel Tank	16.10 Gallons			
Weight (incl. fluids, fuel, water)	2180 lbs.	Engine Bore	81.0 mm			
Wheelbase	7 ft. 4 in.	Clearance	1.8 in.			
Ground Clearance	5 in.	Rear Axle	1.8 in.			
Turning Circle	33 ft.	Cooling System	16.8 Liter			

PERFORMANCE: Engine: Four-cylinder, overhead valve and displacing 2138 cc (130.3 cu. in.). Maximum Brake HP: 100 @ 4750 rpm. Maximum Torque: 1485 lb. in. @ 3200 rpm. Final gear ratio, 1.0:1.0. Final speed, 260.0 mph per min. @ 4800 rpm (equivalent to 100 mph in top gear). Compression ratio 9 to 1. Bore, 98 mm. Stroke, 62 mm.

FEATURES: Replaceable cylinder sleeves; split-inlet aluminum alloy pistons; hot 5.0:1 compression; one-piece crankshaft casting in heat-treated aluminum; high capacity oil pump; 4-brake tire.

Gear	1st	2nd	3rd	4th	5th	Rev.
Gearbox Ratio	1.00	1.00	2.00	3.10	4.20	
Overall Ratio	3.7	4.9	9.8	15.8	21.8	

Synchronizers on all forward speeds. Overdrive optional on 3rd, 4th and 5th. Rear axle ratio 2.7 to 1.

CHASSIS FEATURES: Short, light drawshaft with needle bearing universal joints; tapered rear axle gears; semi-floating axle shafts; tapered roller bearings throughout; independent front suspension with coil springs and telescopic shock absorbers; semi-elliptic rear springs with power-type shock absorbers; rubber disc brakes at the front; leading and trailing

shoe-drum brakes at the rear; hydraulically operated, mechanical hand brake; chromel-steel frame with rigid X member; rack and pinion steering, 12 volt battery.

ACCELERATION:

Top Gear	30-60 mph	7 ¹ / ₂ sec.
Through Gears	30-60 mph	17 ¹ / ₂ sec.
0-60 mph	6.0 sec.	17 ¹ / ₂ sec.
0-100 mph	17.0 sec.	

Shifting to 5th gear: 10-35, 34-50, 34-75, 40-75

STANDARD EQUIPMENT: Four-binged, safety head; wrap-around bumpers front and rear; roll-up windows; detachable windshield. Individually adjustable leather-covered bucket seats. Locking glove box, trunk. 5 in. speedometer/dialometer, 5 in. tachometer, ammeter.

Fuel, temperature and oil pressure gauges; warning lights for generator, timing signal and main beam; adjustable dash illumination. Ray-tan starter, self-canceling turn signals, manual choke, padded passenger grab handle. Full carpet.

Separate parking and turn signal lights, sealed beam headlights, bronze plate lights mounted in rear bumper guards, twin horns, vinyl-integrated rubber top with wrap-around rear window, electric windshield wipers, individual front air intakes mounted in dash with dual directional control, complete tool kit.

OPTIONAL EQUIPMENT: Soft top kit (for hard top model), overdrive, 4:1 rear axle ratio, dual windshield wipers, wire wheels, Michelotti 5 tone, bumper cover, luggage rack, radio, heater, windshield wiper, rear seat, extensive competition equipment available.

HARD TOP MODEL: with detachable roof section. With top removed and windows up, you get an extraordinary sun-drenched, shade-free ride.

ISOA ON THE INTERNET

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

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THE REAR VIEW MIRROR

SEPTEMBER 2008



***TOM MORGAN IN HIS 1976 TR6 AT BOOTS & BONNETS BRITISH CAR SHOW 2007
PHOTO BY KISS STUDIOS***