



CÝNIK KRÄAPP

APRIL 2009

Vol. IV Issue No. VXVIII, \$6.95 newsstand price
“Git ‘er Done!” Publications, A division of the Busted Knuckle Group

NEWSLETTER OF THE SOCIETY OF HISTORIC ILLINOIS TRIUMPHS

DEDICATED TO THE USE AND ABUSE

OF TRIUMPH SPORTSCARS

CHICAGOLAND’S ONLY AND MOST ACTIVE

TRIUMPH ENTHUSIASTS CLUB

NOW IN OUR FORTY-THIRD YEAR

A CHAPTER OF THE “FRIENDLY OLD GUYS”

Newsletter Subscription Rates to Increase!

Editor Cites Rising Operating Expenses

Spiraling costs, primarily due to the salary increases and bonuses for upper management, have led to a dramatic increase in the cost per issue of CÝNIK KRÄAPP, the official organ of the Society of Historic Illinois Triumphs. “We feel that we have done everything possible to hold the line, but the costs of champagne, caviar, and private jets have just gotten ridiculous,” said chief editor Worthington J. Pondexter Van Streepy, III. “We were extremely disappointed that the Board of S.H.I.T. chose to reject our bailout plan and denied us the \$43.00 stimulus package we requested. We can’t be expected to produce the kind of low-quality drek that our readers deserve and have come to expect without an increase in benefits and salary. This type of drivel doesn’t just grow on trees,” said the editor. “Do you think Sam Zell or Rupert Murdoch are drinking domestic? Hell no!! Why should those guys have it any better than us? We’re just as bad as they are; sometimes we’re even worse!! Why shouldn’t we be treated like media moguls, too?”

The editor’s outburst took place after the S.H.I.T. Board denied his bailout plan to provide the newsletter with enough operating capital to continue publishing through the end of the fiscal year. Committee members said they would take the request under advisement, but they would want certain “strings” attached to the bailout, including a S.H.I.T. Czar to oversee the quality of the text

and graphics that appear in the newsletter. Streepy was livid over the idea that a bureaucrat might have a say in the layout and content of CÝNIK KRÄAPP. “Who the the [expletive deleted] do they think they are?” asked Streepy. “Don’t they know that we have set a standard of mediocrity so low that most of our subscribers don’t even bother to read the newsletter. If we start actually including information that they could use, they might start to expect that on a regular basis, and that would require actual effort on our part. No *!/&#@ing way! We’ll just jack the price up without telling anybody and take it from there. The bozos who receive this piece of crap will never even notice a rate increase.”

INSIDE YOUR APRIL CÝNIK KRÄAPP

Spindle Erection in Elmhurst

Vacation Photos

2008 Darwin Awards

Club Candidis

Advice to the Shopworn

*BMW Announces “NEW” Triumphs to be built
in Illinois*

Lots More Stuff

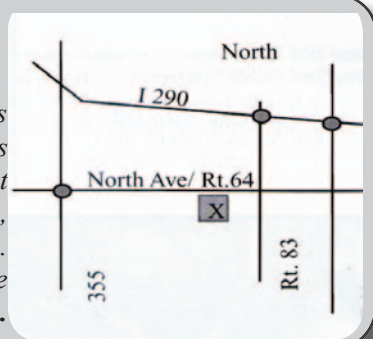




SOCIETY OF HISTORIC ILLINOIS TRIUMPHS

The SOCIETY OF HISTORIC ILLINOIS TRIUMPHS is an owners and enthusiasts club dedicated to the enjoyment and preservation of TRIUMPH cars. Monthly meetings are held at the Roundup Saloon in Hillside (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.



S.H.I.T. UPCOMING EVENTS

Month	Date	Day	Time	Event
Apr.	5th	Sun.	7:00 PM	S.H.I.T. General Membership Meeting [Board 5:00]
	18th	Sat.	8:00 AM	Muffler Bearing Replacement Clinic
	31st	Sat.	4:00 AM	30th Annual "House on the Rock" Tour
May	2nd	Sat.	8:00 AM	Nitrous Clinic
	3rd	Sun.	7:00 PM	S.H.I.T General Membership Meeting [Board 5:00]
	24th	Sat.	3:00 PM	Spring Tour to Mid Ohio [Arrive 3:00 AM]
June	7th	Sun.	7:00 PM	S.H.I.T General Membership Meeting [Board 5:00]
	17th			Breakfast Run to Gary, IN
July	5th	Sun.	7:00 PM	S.H.I.T General Membership Meeting [Board 5:00] White Trash Nite at Ravinia
Aug.	2nd	Sun.	7:00 PM	S.H.I.T General Membership Meeting [Board 5:00] Movie Nite - An omage to Adam Sandler
Sept.	6th	Sun.	7:00 PM	S.H.I.T General Membership Meeting [Board 5:00] Scented Candle Tour

CYNIK KRÄAPP is published monthly, most of the time, and should be expected before the SHIT membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. All photos and disks will be returned upon request. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the authors and may not express the views of the S.H.I.T. board or the editorial staff of CYNIK KRÄAPP. If you miss an issue of CYNIK KRÄAPP, do not double your next issue without first consulting your health care professional.

Rufus Leaking, c/o CYNIK KRÄAPP Towers, Bartlett, IL 60103 e-mail: trstreep@sbcglobal.net

CYNIK KRÄAPP is published monthly by: Manteno Bros. Ltd.-

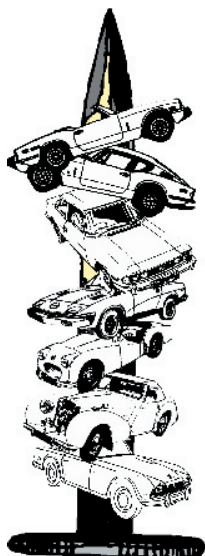


out the sTTAg workers finish the project in a timely fashion. The women were so far ahead of schedule on their own project that they were in a position to spare some time to help out the fellas working on the Stag. In fact, truth be told, as we always do in this publication, the Girly Car team had to actually bail out the team of workers who had originally begun the effort.

And special thanks to Burnout for suggesting a few "mods." I never would have thought that a supercharger and nitrous would have caused the thing to run so much cooler? Buja and I both plan to retrofit our Stags with nitrous bottles and blowers. I thought these old girls were quick before, but I couldn't believe it when I stomped on this thing and that supercharger kicked in. Macartney can chop several days off his schedule now." Buja went on to add, Now all we have to do is figure out how to keep the tailight lenses from clouding up from all of that nitrous."

After more than a year of virtually non-stop labor – in the true tradition of the British Motor Car industry we might add - the Triumph Across America Stag restoration has been completed. Special thanks must be given to Bob "Burnout" Steele and Sheri "Big Mama" Pyle along with her team of estrogenic restoration tech-spurts. The ladies of ISOA took time out from their "Girly Car" project long enough to help

"I don't know what we would have done if it weren't for the gals from the "Girly Car" project. They really know their stuff when it comes to bumpin' and grindin'," said sTTAg project manager, Joe "Stagmeister" Pawlak. "And thank God they were able to sort out the mechanical and electrical problems. I never saw a car that wanted to overheat like this one, but Sheri and her crew got it sorted out right away.



Under the creative direction of Barb Billimack, Carol Streepy, Mae Fox, and Mary Jo Holekamp, the "Spindle deTriomphe" monument has been unveiled. The imposing work of

art can be seen for miles at its new permanent location at the intersection of Rtes 83 & 64 in Elmhurst. This magnificent cultural homage to the arts was inspired by the now gone, but not forgotten, Berwyn "Car-B-Q"

demolished by unenlightened Philistines in 2008. Shocked and outraged at destruction of such an icon to the fine arts, the aforementioned ladies decided to take matters in their own hands and created one of the true artistic wonders of the modern world.

The four women knew how much the sculpture had meant to their respective souses, so they met in secret to surprise their husbands by artistically immortalizing their Triumph sportscars. Each volunteered their significant other's Triumph in a gesture intended to make the cars live forever in all of their artistic glory. Mrs. Billimack led the effort and was soon joined by Mrs. Fox who was able to provide several dozen Triumphs, which were melted down to form the base of the Spindle. "Seeing those pieces of junk where they can't leak on my garage floor or driveway made me want to cry," said Mrs. Streepy. "I sure hope

that the legend of driving a stake through their hearts to kill them for good is true!"

Mrs. Billimack added, "For the first time in over forty years, I should be able to get my car in the garage this winter. I've prayed for this day since 1963." Mrs. Holekamp added, "I hope this finally puts to rest once and for all the recurring nightmares that my daughter and I have about riding in that thing for 1500 miles in the middle of winter through the northeast."

Mrs. Fox officially christened the sculpture by breaking a bottle of Boone's Farm on the base. Unfortunately, the alcohol immediately began to eat through the sheet metal, and the entire sculpture began to permanently list several degrees to the side, not at all unlike another famous leaning tower. "It figures," commented one of the ladies, "add a little booze to the damn thing, and it won't stay up straight."



PEOPLE WHO TRIED TO KEEP UP WITH MUELLER '08 SIX PACK TRIALS





Each year the Darwin Awards are presented to those individuals who have ensured the long term survival of our species by removing themselves from the gene pool in a sublimely idiotic fashion. The 2008 recipients are listed below.

•In Detroit , a 41-year-old man got stuck and drowned in two feet of water after squeezing head first through an 18-inch-wide sewer grate to retrieve his car keys.

•A 49-year-old San Francisco stockbroker, who ‘totally zoned when he ran,’ accidentally, jogged off a 100-foot high cliff on his daily run.

•While at the beach, Daniel Jones, 21, dug an 8 foot hole for protection from the wind and had been sitting in a beach chair at the bottom! When it collapsed, burying him beneath 5 feet of sand, people on the beach used their hands and shovels trying to get him out but could not reach him. It took rescue workers using heavy equipment almost an hour to free him. Jones was pronounced dead at a hospital.

•Santiago Alvarado, 24, was killed as he fell through the ceiling of a bicycle shop he was burglarizing. Death was caused when the long flashlight he had placed in his mouth to keep his hands free rammed into the base of his skull as he hit the floor.

•Sylvester Briddell, Jr., 26, was killed as he won a bet with friends who said he would not put a revolver loaded with four bullets into his mouth and pull the trigger.

•After stepping around a marked police patrol car parked at the front door, a man walked into H&J Leather & Firearms intent on robbing the store. The shop was full of customers and a uniformed officer was standing at the counter. Upon seeing the officer, the would-be robber announced a hold-up and fired a few wild shots from a target pistol. The officer and a clerk promptly returned fire, and several customers also drew their guns and fired. The robber was pronounced dead at the scene by paramedics. Crime scene investigators located 47 expended cartridge cases in the shop. The subsequent autopsy revealed 23 gunshot wounds. Ballistics identified rounds from 7 different weapons. No one else was hurt.

HONORABLE MENTION

•Paul Stiller, 47, and his wife Bonnie were bored just driving around at 2 A.M. so they lit a quarter stick of dynamite to toss out the window to see what would happen. Apparently, they failed to notice the window was closed.

RUNNER UP

•Kerry Bingham had been drinking with several friends when one of them said they knew a person who had bungee-

jumped from a local bridge in the middle of traffic. The conversation grew more heated, and at least 10 men trooped along the walkway of the bridge at 4:30 AM. Upon arrival at the midpoint of the bridge, they discovered that no one had brought a bungee rope. Bingham, who had continued drinking, volunteered and pointed out that a coil of lineman’s cable lay near by. They secured one end around Bingham’s leg and then tied the other to the bridge. His fall lasted 40 feet before the cable tightened and tore his foot off at the ankle.. He miraculously survived his fall into the icy water and was rescued by two nearby fishermen. Bingham’s foot was never located.

AND THE WINNER IS

•Zookeeper Friedrich Riesfeldt of Paderborn, Germany, fed his constipated elephant 22 doses of animal laxative and more than a bushel of berries, figs and prunes before the plugged-up pachyderm finally got relief. Investigators say ill-fated Friedrich, 46, was attempting to give the ailing elephant an olive oil enema when the relieved beast unloaded. The sheer force of the elephant’s unexpected defecation knocked Mr. Riesfeldt to the ground where he struck his head on a rock as the elephant continued to evacuate 200 pounds of dung on top of him. It seems to be just one of those freak accidents that proves... ‘Shit happens.’



Drag Racing at Watkins Glen



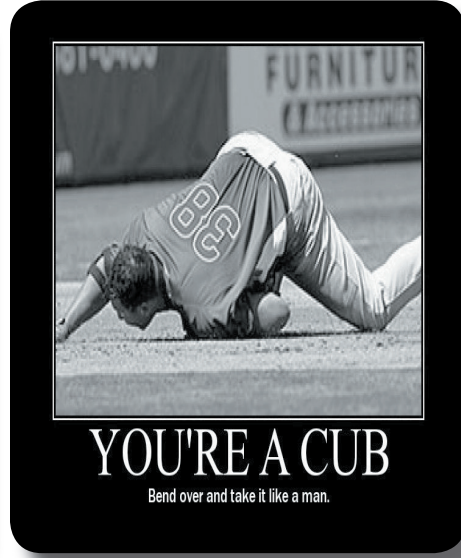
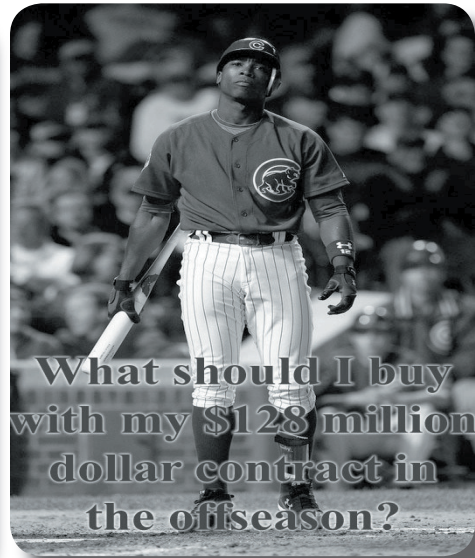
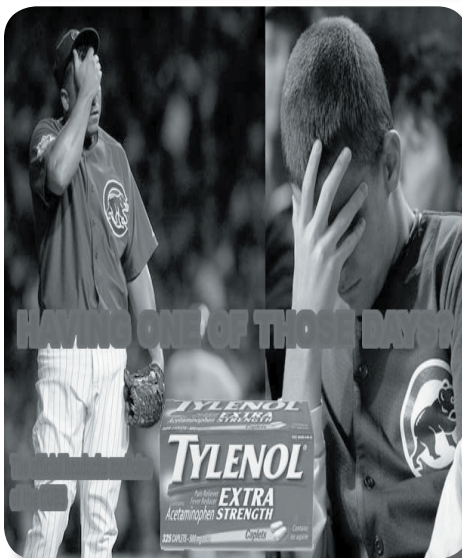
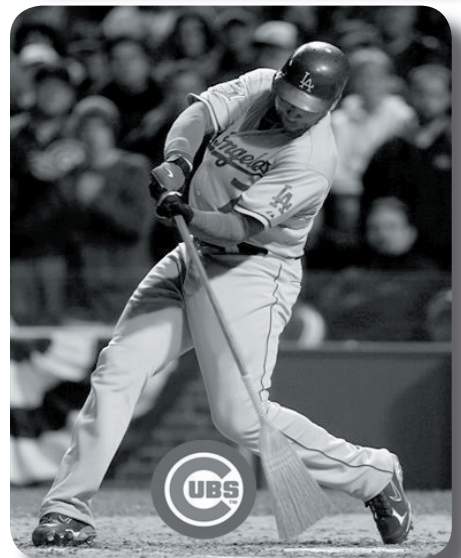
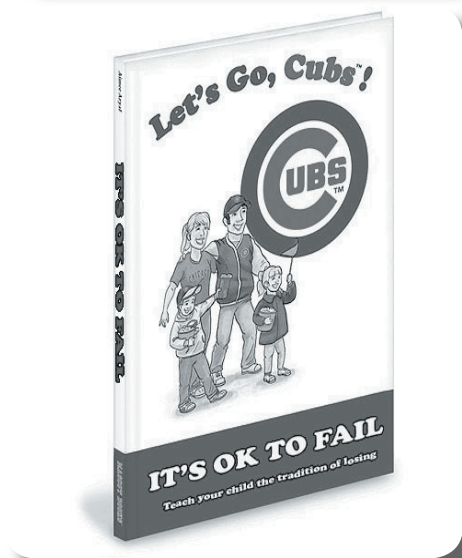
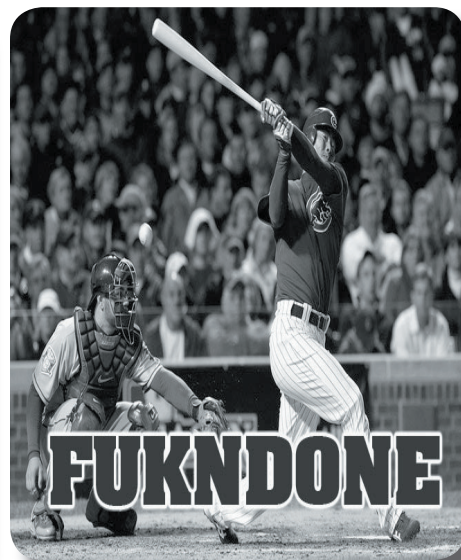
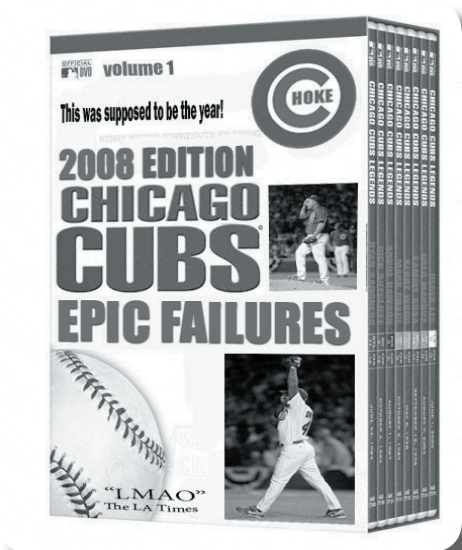
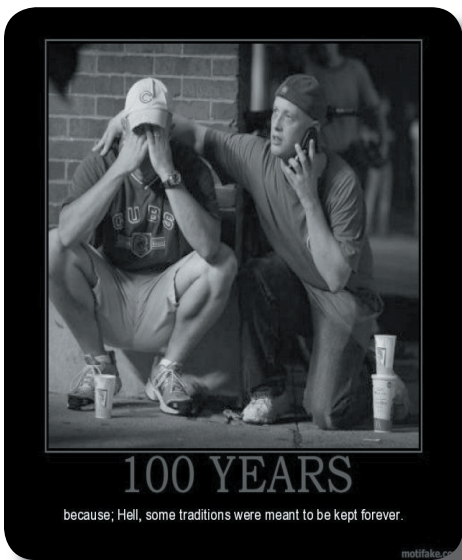
Earl Wright X-Ray [Just we always suspected]



Who knew there was triptophan in donuts?



With Opening day just a few weeks away, we thought that a few graphics from the 2008 campaign would bring a sense of renewed hope and inspiration for the lads from Clark & Addison. "Anybody can have a bad century." Jack Brickhouse





Swimmer trapped by beach balls

A MAN got a nasty surprise when he tried to get out of his deckchair and found his testicles had become stuck between two slats of wood. Mario Visnjic had been swimming naked off Valalta beach in Croatia and his testicles had shrunk in the cool sea. When he sat down they slipped through the slats and then, as he lay in the sun, expanded back to normal size. He was freed after he called beach maintenance services on his mobile phone and they sent a member of staff to cut the deckchair in half.

Debra Jackson said she likes shopping at the Dollar Palace because it is convenient and casual.

"I don't have to get all dressed up like I'm going to Wal-Mart or something," she said, adding

MONTANA STATE TROOPER

In most of the United States there is a policy of checking on any stalled vehicle on the highway when temperatures drop to single digits or below. About 3 AM one very cold morning, Montana State Trooper Allan Nixon #658 responded to a call there was a car off the shoulder of the road outside Great Falls, Montana. He located the car, stuck in deep snow and with the engine still running. Pulling in behind the car with his emergency lights on, the trooper walked to the driver's door to find an older man passed out behind the wheel with a nearly empty vodka bottle on the seat beside him. The driver came awake when the trooper tapped on the window. Seeing the rotating lights in his rearview mirror, and the state trooper standing next to his car, the man panicked. He jerked the gearshift into 'drive' and hit the gas.

The car's speedometer was showing 20-30-40 and then 50 MPH, but it was still stuck in the snow, wheels spinning. Trooper Nixon, having a sense of humor, began running in place next to the speeding (but stationary) car. The driver was totally freaked, thinking the trooper was actually keeping up with him. This goes on for about 30 seconds, then the trooper yelled, "PULL OVER!"

The man nodded, turned his wheel and stopped the engine. Needless to say, the man from North Dakota was arrested and is probably still shaking his head over the state trooper in Montana who could run 50 miles per hour.

Who says troopers don't have a sense of humor?



Pen pal: Sooty after his one-night stand

Guinea pig harem says 'hello Sooty'

A GUINEA pig called Sooty had a night to remember after escaping from his pen and tunnelling into a cage of 24 females.

He romanced each of them in turn and was yesterday the proud father of 43 offspring.

Staff at Little Friend's Farm in Pontypridd, South Wales, have now secured Sooty's pen — and begun looking for homes for the guinea pigs.

His owner, Carol Feehan, 42, said: "I'm sure a lot of men will be looking at Sooty with envy. We knew that he had gone missing after wriggling through the bars of his cage."

"We looked for him everywhere but never thought of checking the pen where we keep 24 females. We did a head count and found 25 guinea pigs — Sooty was fast asleep in the corner."

"He was absolutely shattered. We put him back in his cage and he slept for two days."

Teatime love bite

A WOMAN almost bit off her husband's willy as he cooked pancakes for tea — while she gave him oral sex.

In the heat of passion he lost his grip on the pan and spill boiling oil down her naked back.

She clenched her teeth on his willy and in agony he bashed her on the head with the pan.

Both only admitted how they received their injuries after "intense questioning" by hospital docs in Cariooca, Romania.

The man needed treatment to his willy while the wife had burns, two black eyes and a broken cheek bone.

County to pay \$250,000 to advertise lack of funds

BY MATT COOPER
The Register-Gazette

Lane County will spend up to \$250,000 this year to advertise its lack of funds.



One-armed man applauds the kindness of strangers

The other afternoon, a man and a woman came to my door.

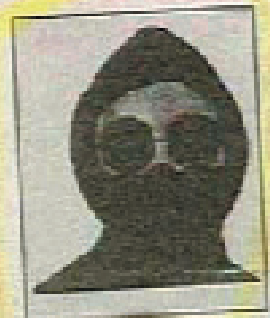
ON TEENAGERS, ADULTS:

Statistics show that teen pregnancy drops off significantly after age 25.

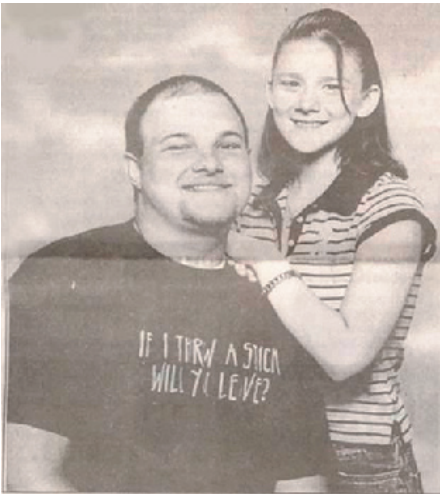
Mary Anne Toledo, 37-year-old state senator from Colorado Springs (contributed by Harry F. Palmer)

MONDAY DECEMBER 1999

located at 33 Water St.



Police composite



Nicole Waters and Joseph Bennett II

Wedding date set

Mrs. Phyllis Bennett and B. J. Moore of Hall Summit are proud to announce the engagement and upcoming marriage of their son Joseph Bennett II to Nicole Waters, daughter of Mr. and Mrs. Darryl Waters of Castor.

The wedding is set to be held Saturday, December 11, 2004 at 3 P.M. at Castor Baptist Church.

Joseph is the son of the late Joseph Bennett of Baton Rouge, the grandson of Mrs. Jenny Bennett and the late Mr. Elmer Wallace Bennett. Nicole is the granddaughter of Mrs. Gladys McWilliams and the late Mr. A. E. (Buddy) McWilliams of Ringgold. Family and friends are encouraged to attend.

THE ROANOKE TIMES
Monday, September 20, 2004



STEPHANIE KLEIN-DAVIS | The Roanoke Times

Mellisa Williamson, 35, a Bullitt Avenue resident, worries about the effect on her unborn child from the sound of jackhammers.

Sept. 14, 2005 A Legal Journal serving Ma

Alton attorney accidentally sues himself

By Steve Korris

Alton attorney Emerit Wynn... chosen Center to title company that Wynn... In the course of t

Caskets found as workers demolish mausoleum

We had no idea anyone was buried there.

Explosion in Missouri

Workers were demolishing a mausoleum when they discovered the remains of several people buried in the structure.

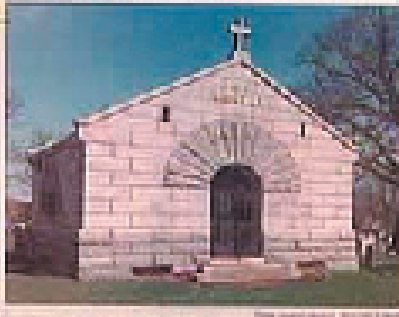
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The mausoleum was demolished in a controlled explosion.

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Army vehicle disappears

AN Australian Army vehicle worth \$74,000 has gone missing after being painted with camouflage. Police are seeking public help to find the four-wheel drive, which was

Buzzing undies make shopper faint

A WOMAN collapsed in a supermarket when her vibrating panties made her faint with pleasure.

The kinky 33-year-old housewife was wearing a pair of battery-operated Passion Pants, bought from a sex shop, while she did her shopping, according to the British tabloid The Sun. But she got so stimulated by

the 6cm vibrating bullet in the panties that she lost consciousness.

She fell and hit her head in the crowded supermarket in Swansea, Wales.

When paramedics arrived, they found her black imitation leather knickers still buzzing.

They took them off before an ambulance took her to hospital.

The woman, whose identity has been kept private, suffered no long-lasting ill-effects.

And as she left the hospital, a paramedic gave her back the Passion Pants in a plastic bag.

A spokesman for the Asda supermarket chain told The Sun: "We like to think shopping with us is exciting enough already."

Ten Commandments

Supreme Court says some OK, some not

The Supreme Court has ruled on the constitutionality of the Ten Commandments monument in the Alabama state capitol building. The court ruled that the monument is constitutional, but that the state cannot display it in a way that suggests it is an official state religion.





Colonoscopies are no joke, but these comments during the exam were quite humorous. A physician claimed that the following are actual comments made by his patients (predominately male) while he was performing their colonoscopies:

- ‘Take it easy, Doc. You’re boldly going where no man has gone before!’
- ‘Find Amelia Earhart yet?’
- ‘Can you hear me NOW?’
- ‘Are we there yet? Are we there yet? Are we there yet?’
- ‘You know, in Arkansas, we’re now legally married.’
- ‘Any sign of the trapped miners, Chief?’
- ‘You put your left hand in, you take your left hand out...’
- ‘Hey! Now I know how a Muppet feels!’
- ‘If your hand doesn’t fit, you must quit!’
- ‘Hey Doc, let me know if you find my dignity.’
- ‘You used to be an executive at Enron, didn’t you?’
- ‘God, now I know why I am not gay.’

And the best one of all..

- ‘Could you write a note for my wife saying that my head is not up there?’

These are from a book called Disorder in the American Courts, and are things people actually said in court, word for word, taken down and now published by court reporters who had the torment of staying calm while these exchanges were actually taking place.

ATTORNEY: Are you sexually active?
WITNESS: No, I just lie there.

ATTORNEY: What gear were you in at the moment of the impact?
WITNESS: Gucci sweats and Reeboks.

ATTORNEY: This myasthenia gravis, does it affect your memory at all?
WITNESS: Yes.

ATTORNEY: And in what ways does it affect your memory?

WITNESS: I forget.

ATTORNEY: You forget? Can you give us an example of something you forgot?

ATTORNEY: What was the first thing your husband said to you that morning?

WITNESS: He said, “Where am I, Cathy?”

ATTORNEY: And why did that upset you?

WITNESS: My name is Susan!

ATTORNEY: Do you know if your daughter has ever been involved in voodoo?

WITNESS: We both do.

ATTORNEY: Voodoo?

WITNESS: We do.

ATTORNEY: You do?

WITNESS: Yes, voodoo.

ATTORNEY: Now doctor, isn’t it true that when a person dies in his sleep, he doesn’t know about it until the next morning?

WITNESS: Did you actually pass the bar exam?

ATTORNEY: The youngest son, the twenty-one-year-old, how old is he?

WITNESS: Uh, he’s twenty-one.

ATTORNEY: Were you present when your picture was taken?

WITNESS: Are you shittin’ me?

ATTORNEY: So the date of conception (of the baby) was August 8th?

WITNESS: Yes.

ATTORNEY: And what were you doing at that time?

WITNESS: Uh.... I was gettin’ laid!

ATTORNEY: She had three children, right?

WITNESS: Yes.

ATTORNEY: How many were boys?

WITNESS: None.

ATTORNEY: Were there any girls?

WITNESS: Are you shittin’ me? Your

Honor, I think I need a different attorney. Can I get a new attorney?

ATTORNEY: How was your first marriage terminated?

WITNESS: By death.

ATTORNEY: And by whose death was it terminated?

WITNESS: Now whose death do you suppose terminated it?

ATTORNEY: Can you describe the individual?

WITNESS: He was about medium height and had a beard.

ATTORNEY: Was this a male or a female?

WITNESS: Guess.

ATTORNEY: Is your appearance here this morning pursuant to a deposition notice which I sent to your attorney?

WITNESS: No, this is how I dress when I go to work.

ATTORNEY: ALL your responses MUST be oral, OK? What school did you go to?

WITNESS: Oral.

ATTORNEY: Do you recall the time that you examined the body?

WITNESS: The autopsy started around 8:30 p.m.

ATTORNEY: And Mr. Denton was dead at the time?

WITNESS: No, he was sitting on the table wondering why I was doing an autopsy on him!

ATTORNEY: Are you qualified to give a urine sample?

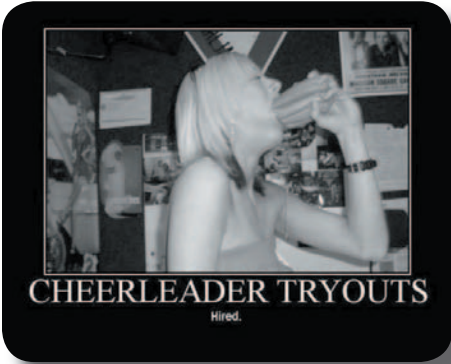
WITNESS: Huh....are you qualified to ask that question?



Her job is to Bitch... Mine is to give her a reason!



Special CYNİK KRAAPP thanks to to Tim "Gizmo" Mantel for submitting these inspirational images.



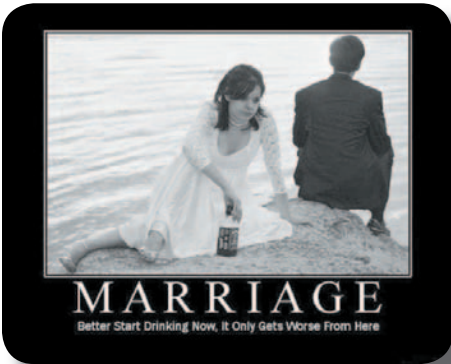
CHEERLEADER TRYOUTS
Hired.



DOMESTIC VIOLENCE
Because sometimes, you have to tell her more than once.



EDUCATION
Yes, it's that important



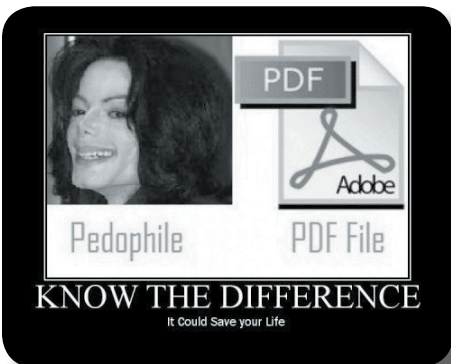
MARRIAGE
Better Start Drinking Now, It Only Gets Worse From Here



SOME HABITS
are hard to break.



MY WAY
Get the fuck out of it.



Pedophile PDF File
KNOW THE DIFFERENCE
It Could Save your Life



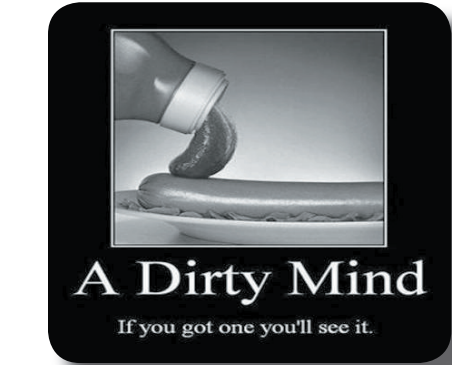
WTF
Seriously, WTF is that???



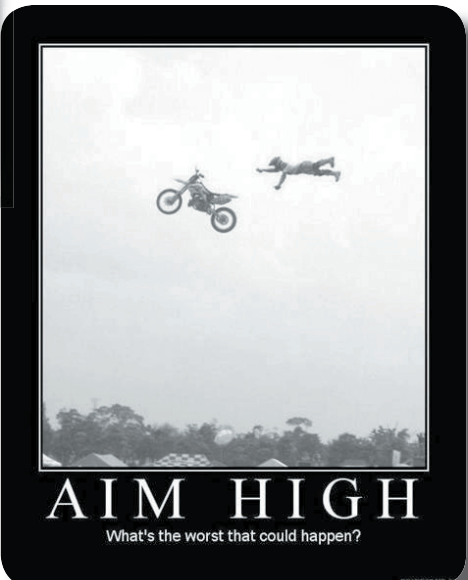
EASTER
Don't bother looking for eggs.



WAR FACE
You can be wearing a life jacket and gardening gloves to a war and still look badass



A Dirty Mind
If you got one you'll see it.



AIM HIGH
What's the worst that could happen?



A special entrance for working girls.



AKA Dress Barn in the states.



But it's nothing compared to how the robster feels.



but taste like cat.



Go over there to die please. Thank you!



Here, crippie, take my seat. You look a little gravid.



I wouldn't tickle this one.



Dericious with flied lice.



Sounds better than canned water, doesn't it.



Good to know...



Look up & down the aisle twice before proceeding...



Memo to Starbucks Legal Dept...



Weird, because horsebeans sound delicious.



NOS Lucas Replacement Wiring Harness Smoke Kit - As seen on eBay...

[From the British Columbia Triumph Registry]

I was recently informed that this item and the subsequent auction was created by Craig Bolton, of Autodynamics in Belington, WV. He writes, "It tickles me that the auction lives on via your webpage" and kindly gives me permission to continue to use it on this site.

Craig adds: "I have one confession to make- The unit was not actually destroyed. It's currently in Atlanta, serving as a trickle-replenisher to keep the electrics going on Stacey Shepens' Lotus-Morgan race car. One George Wolf purloined the thing from our display case at Import Carlisle and spirited it south so he could use the time he normally spent hooking up the battery charger drinking beer and exaggerating his importance."



Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS

adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered through the fuse box into the circuit which has released it's original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit.

Unlike the cheap, far-eastern replacement DIY smoke offered by the "usual suppliers," this kit includes a filter to ensure that all the smoke is of consistent size.

It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy," which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the big three suppliers.

These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available.

Be forewarned, though, that it is not applicable to any British vehicle built after the discontinuing of bullet connectors, so you Range Rover types are still on your own.

This Genuine Factory Authorized kit contains enough smoke to recharge the entire window circuit on a 420 Jaguar, and my dear friend and advisor George Wolf of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car(147 CC) with enough left over to test a whole box of Wind-Tone horns for escaped smoke. How much more of an endorsement do you need?

More, you say? Well, I once let the smoke out of the overdrive wiring on my friend Roger Hankey's TR3B and was able to drive over 200 miles home from The Roadster Factory Summer Party by carefully introducing smoke into the failed circuit WITHOUT even properly repairing the leak. Another friend, Richard Stephenson, was able to repair the cooling fan circuit of his Series 1 E-type by merely replacing a fuse and injecting a small quantity of smoke back into the wires. So there!

So, if you're troubled by lost smoke, bid early and bid often! Thanks for looking!

Questions & Answers

Q: I have a fourteen year old son named Lucas who I have caught smoking several times in the back of the garage. Can this item help him to respect a little firm parental intervention and aid him in smoking less...or even stopping altogether?

A: Part of the problem may be the fact that you named your son after the Prince Of Darkness. Mayhap you should be happy that all you have caught him doing in the back of the garage is smoking! My suggestion is: since you already have spoiled him for life with his moniker, you search the 'Bay for a proper Little British Car to restore as a father-and-son project. That way, he'll have a way

to fill the idle hours he'd have spent chasing girls had he been named Rocky or something more suitable. Plus, he'll learn first-handed how disgusting smoke can be. Alas, though, not with this unit, because whilst trying to photograph it for a spread in "Popular Ether Technology," it was unfortunately broken. Therefore, the auction must be terminated early. Thanks for the heartwarming interest!

Q: Once I have re-introduced smoke into my TR-2, do you warranty that its system will resume operating at the speed of dark?

A: If you reintroduce the smoke through a microwave oven, you may even go back in time!

Q: I have been very diligent over the years and have maintained the smoke in my Sunbeam's wires perfectly. The problem is that that special Lucas perfume has disappeared from the dash, carpets and seats. In fact, at the last Concours d'Elegance, I lost out to a frogeye with period odors. Is the smoke in your kit fresh enough to bring back the OEM smells of burning plastic and bakelite, and are you including an adapter to replace same?

A: No adapter needed, but have you tried just STARTING that over-restored trailer queen? It might bring back the aroma by itself.

Q: This has been a most informative thread which set me off thinking about wider global environmental changes that have happened since the mid 70's. Could it be that the copious release of smoke from Lucas wiring looms around that time has significantly contributed to the holes in the ozone layer and the onset of global warming? Could it be that, had your excellent device been more available at that time, we could have saved the planet for future generations instead of fighting a rear guard action? Hindsight is such a wonderful thing isn't it.



A: Hey- This is a serious site- we're not discussing "junk science" like Global Climate Change!

Q: I have a question. For some time, my object is to restore a few pre-Chrysler Rootes Sunbeam Tigers to original factory condition with ALL the LAT racing options. So far, I have been quite successful but unaware of your Lucas Smoke Kit. I am perplexed as to its satisfactory application to this original British Classic that Mr. Carroll Shelby has enhanced with a lot of Ford (USA) parts. This includes a large portion, but not all, of the electrics. It is very easy to differentiate between the Lucas Parts and the Ford Parts, as the Ford Parts still work. While we can admire Mr. Lucas for the development of the intermittent windshield wiper, the self-dimming lighting system, and the colorful turn signal spark generator, it is unclear whether your offering will work satisfactorily with so much of the electrics originating in the US. Is this device compatible, as the US parts do not show signs of leaking smoke?

A: The Lucas smoke may cause failure of the connecting interstices, but then, so will everything else.

Q: Maybe you can help me. I have an old generator that I have suspected of having a metaphysical ozone leak for several years. It's one of those things I feel I know to be true but cannot prove. Anyway, through an ingenious marriage of a Sharper Image Ionic Breeze air purifier and a breast milk pump, (by the way, both were obtained on ebay) I have devised a way to recharge the ozone that I can smell leaking from the generator. But, you guessed it. When I disconnect the wiring to introduce the replacement ozone, I invariably cause a smoke leak. Do you think there is a way to mate our two machines in such a way that I could "kill two birds with a single stone" – if you will.

A: That's just wrong.

Q: Can I use this device to replace the smoke in my Alfa Spider? Is Brit smoke the same as Italian smoke?

A: Only if it's pre-Bosch.

Q: Will this kit put back ALL the smoke in a 1975 Midget wire harness? Some time ago while driving our 75 Midget, smoke began

pouring from under the hood. After pulling over, smoke was immediately followed by flames. A HUGE amount of smoke was lost from the wire harness (10 minutes worth before the fire department showed up). Your jar appears to be too small to contain the volume of smoke produced by the Midget on that day. Please specify quantity of smoke. PS - Would you know where I can get bulk replacement glue on insulation; there is none left on any part of the wire harness under the hood. The harness appears to be intact but is lacking smoke holding insulation. I'm planning on rerouting the main power buss from over top of the fuel line. This way next time I will have smoke and red hot wires without melting thru the fuel line. Thanks in advance.

A: You'll need bulk smoke, but I'd try your last suggestion before ordering any. Good luck!

Q: Is this setup on the "metric system" or can it be used universally? I have a MB 380SL but have replaced some of the wirings with U.S. products. Will your product make the transition? Also, are there any EPA limitations on shipping?

A: This setup is Whitworth only. Sorry.

Q: As you may or may not know, the Japanese 'borrowed' heavily from British designs back in the 50's and 60's. In fact, the Skinner Union carbs on my beloved Datsun 1600 roadster were actually built by Hitachi under license. Also, most of the electrical devices in early Datsuns were copied from Lucas. That said, do you know if an adapter is available to use the Lucas Kit you offer on a Datsun 1600, or do I need to keep searching for the Hitachi/Mitsubshi version? Thanks, Paul.

A: It sort of worked in my Datsun 410 Station Wagon, but the lights all shined in instead of out. It was quite disturbing.

Q: Does this unit contain new or re-cycled smoke, and will it fit my 1966 Triumph Bonneville motorcycle?

A: This is new, previously un-leaked smoke, as originally installed on your T-120. Have at it!

Q: Would this product fix the Miller dynamo on my motorbike? The smoke got out of it

years ago, and I am in despair having to run a total loss electrical system now. Please, no smart-alec comments about nothing to lose. I have been desperate for a cure for years and will jump at anything. I get so depressed. But I really liked your answers to all the questions. I learned so much. You must be smart. What are some good upgrades for my bike? Should I get a Boyer electronic ignition?

A: Probably.

Q: It looks like a self-contained, auto smoking, environmentally enclosed, smoke recirculation, multi-smoker bong I created in the late 60s. The only thing missing is the air manifold (from a fish tank set-up) to hook up the individual smoking tubes. Are you sure you didn't get this idea from me, when we were smoking that wacky tobacco one time? ; >)

A: Could be. I can't remember.

Q: I have the identical part but it needs the smoke refill cartridge. I was told to ring 84433 3-33888444555 or speed dial 666 is that you?

A: No, that's that shop in Michigan.

Q: Do you have any idea if the kit will work on Alfa Romeos? My 1963 Giulia has bullet connectors, a Lucas windshield wiper motor, and a variety of other Lucas components. Earlier Alfas had lots more Lucas stuff, such as starter motors and generators, so I imagine it's more suited to them. On a different note, did Alfa's change from Lucas to Bosch signify the end of the of the 'Italian Masochistics era'?

A: This will work with the Lucas portions. The Bosch change was a misbegotten effort to work around the simultaneous Italian/British Stevedore Strikes of the early 70s.

Q: Enough, enough already! I cannot allow you to perpetuate this lowbrow fraud any longer! Anyone with any knowledge of Lucas products should recognize that the Lucas label art on the jar is wrong for this early version of the smoke kit. And, of course, the lid should be black with the valve oriented 180° to the label. The smoke color itself is not original to the early cloth insulated wiring and perhaps even for the early plastic insulation. Bidders beware, this is most certainly



a replica, and a poor one at that — possibly from Taiwan. Additionally, the smoke replacement kit was meant to be used only by highly qualified personnel. The dangers of

misuse are indescribable - certainly I can't..., but the phrase "gone up in smoke" was born of this process.

A: Oh, yeah? Well, in the interest of openness, I'm going to place your tirade on the site. That doesn't mean I like it, though.

Q: I wonder if you would do an exchange (with a cash adjustment in my favour). I have some bottles of 'bottom air' that was supplied by Dunlop many years ago. The advantage is that it takes up very little space as, of course, when you get a flat the top air in the tyre remains perfectly serviceable. It's only the bottom air that needs replacing. I will wait your reply. All the best from the UK.

A: If this is the proper bottom air for a set of 4.00X 10 Gold Seals, we may be able to work a deal. We have a '68 Moke in the shop with original rubber, and the domestic bottom air keeps migrating out. It evidently doesn't have enough atmospheric British ambient smoke to fill the pores in the tyres.

Q: My brother Joe is currently (well last 8 years) working on a Mini, and he's never managed to get ANY smoke out of it yet. Would it be possible to use this kit to make some come out of other parts of the car - not just the wiring loom? I was thinking mainly about the exhaust.

A: No.

Q: Geez, I wish I had seen this auction before I bought some "off-shore" smoke. I didn't realize there was some OEM stuff left. To make matters worse, I switched to synthetic smoke (yeah, I know), but it seemed like the right thing to do at the time. Unfortunately for my 72 Range Rover, I have not yet been able to fashion an effective bypass for the optional Fairey smoke pump which has recently failed. If only you could have made this item available earlier!

A: Hook your battery charger up with the leads reversed, preferably at the starting motor, and turn it to "high." This should

purge the wires of all the synthetic smoke, enabling a refill with the proper stuff.

Q: Are you sure that offering to ship smoke overseas by air mail is allowed under the Patriot Act and that smoke is not a prohibited substance that could easily fall into the hands of terrorists and British Car Owners?

A: We spirit it out in a diplomatic pouch.

Q: HELP!! I have a 1960 Porsche 356 and a Lotus 7. The 356 is leaking various fluids front and rear. While none of the fluid in question is coolant, the gear oil is very clearly trying to attack the Lotus. My question is, "Does the smoke have any defensive properties for the British car to repel this assault?" Thanks for the help David.

A: Gear oil won't hurt a Lotus 7. Try to calm yourself! No, this won't help.

Q: On a recent, rather spirited, off road competition, I noticed several sources of smoke emanating from my Ford Escort GT based kit car. Copious darkish oil smoke from out of the hole in the bonnet that the carburetor sticks through, profuse blue/white smoke from the sidepipe aimed at the spectators, wispy brown turning to black smoke from the bellhousing apertures, white smoke from both rear tyres, but alas, nothing at all from the electrical system. Is this a common fault with Fords that can be easily rectified (no pun intended) by fitting your product? As I'm only English, could you tell me if the present bid of \$2,025 is more or less than a quid? Camilla sends her love, TTFN, Charles.

A: Aside from the lack of electrical smoke, my experience with Escort Gts at American racing venues would indicate all is normal-no fettling called for at all. You asking in old Pounds or new? My love to Camilla.

Q: I note that you are also selling genuine Lucas wiring on another site. Are the wires intact, or has the smoke already been depleted? If they are still unmolested, it would seem that they would provide a most convenient source for instant replenishment of the Lucas smoke cannister. As well, it has also been my observation that a variant of Lucas smoke may be obtained by marinating discarded Dunlop Bias (not radial and not steel-belted) tires in tar top battery acid, placing the tires in a large sealed zinc-plated container together with the now-depleted

tar-top batteries. The container, placed on a platform, may be set alight from underside. Insertion of a spiral copper tube into the top of the container will result in the production of a very high density liquid condensate of smoke, which I understand has an unlimited shelf life if sealed properly. Under no conditions should this condensate be ingested.

A: I learned at the Mitty this year that the heating process can be expedited by setting alight a VW Beetle (early) magnesium engine block.

Q: Where would I mount the Smoke Kit in my Mini? There's certainly no room under the bonnet, and the boot is filled with a large tool kit, spare tire, extra spark plugs, points & condensers, spare coil, baling wire, duct tape, 5 quarts of 20w-50 Castrol, tow strap, jumper cables, one gallon jug of 50/50 antifreeze, spare fuses, wire stripper, 20 foot roll of 16 ga. wire, electrical connectors, large roll of electrical tape, a Haynes Manual, and a Book of Common Prayer.

A: You need the half-pint (Imperial) model. By the way, carrying all that kit of spares is just asking for trouble.

Q: Will this fit my zetec mondeo.

A: Only if you use it as a donor car for a Lotus 7 copy.

Q: My cousin is restoring a Riley, and he had heard that Lucas (the inventors of convergent technology) had worked on a variant that recycled the smoke through the casework as a woodworm/termite/borer deterrent. Are you aware of this application, and if so, what modifications can be made to the item for sale?

A: My friend, Super Dave Bondon, has used the method for years to keep a Morgan/Lotus race car in sound condition. Merely replace the fuse-box adapter with BMC tool 18G187 (radiator reverse-flush adapter), and you are ready to go.

Q: Is this the type of smoke one would use to blow up someone's ass? If so I'll bid. I'm running low.

A: It seems the British motor trade did that for decades, so this must be the same stuff.



ISOA & BMW PARTNER TO BUILD NEW TRIUMPHS CITES SUCCESS OF TTA STAG & GIRLIE CAR

TEXT BY EARL WRIGHT. GRAPHICS BY VALERIE STEBANOW OR AS CREDITED



Executives for Bayerische Motorien Werke AG have announced that a preliminary agreement with the board of directors of the Society of Historic Illinois Triumphs to oversee the manufacture of two new versions of the classic Triumph sportscar has been reached. The new car will be a retroversion of the ever-popular Triumph TR7 "Wedge" mated to the archetypal TR3 "Shoebox." The car has been codenamed "Wedgebox" and will incorporate the latest technology that BMW has available. The CEO of BMW, Wolfgang Klaus-Dieter Fahrfgnugen, told reliable sources that some of details still needed to be worked out, but he was confident the unresolved issues could be settled in time to begin production in the near future. "Vee beleef dat der Amerikans kan ein goot schportskar built iv vee gif dem proper subervision. Vee hope to break ground for a new plant in Hambzhur zoon, und vee egspect to be zelling

kars by negst schpring." He went on to say that his company was so impressed with the recent restoration of the TTA Stag and the "Girlie" car TR3, that they decided that the time was right to resurrect the famous marque.

Particulars were sketchy at press time, but it is believed one of new TRs will be a hybrid primarily powered by a Lucas designed hydro-electric system, which will feature a rechargeable lithium/nicad nine volt battery providing a range of several metres. It will have solar panels integrated into the sidecurtains to extend the range [engineers were still experimenting with the final location of the Leyden jars at press time] however, there will also be a rotary diesel Briggs & Stratton powered by recycled drain oil for highway cruising. Environmentalists were ecstatic to hear this since there has been a surplus of oil "spillage" in the vicinity of most Triumphs.

The traditional fossil fuel powered car will be offered with a choice of two power plants; buyers may choose the tried and true Stag 3 litre OHC V8 that was created by JB Welding two four cylinder Dolomite/Saab engines together,

which earned a sterling reputation for uncompromising reliability during its lengthy production run. There will also be a special GT version available designed by the famous engine builder, Bob Steal. This model, codenamed "Burnout," will also have a V8, but this will displace more than 800 cubic inches and will be fitted with a Judson supercharger with an optional nitrous direct injection system. The GT version will have a paddle shifter mated to a Getrag transaxle with dual centrifugal clutches. Front Brembo carbon-ceramic rotors will be paired with mechanical drum brakes in the rear for superior stopping power. Performance figures are expected to exceed the Buggati Vayron, assuming the aerodynamics can be sorted out so that the car does not become airborne after hitting 275 MPH.

As more information becomes available, CYNACK KRAAAP will bring it to you.

Artist rendering by Trevor Boicy



(C) 1997 Trevor Boicy



Sir Bentley Haynes, a distinguished man of letters with an extensive background in British automotive engineering, has graciously offered to provide the members of S.H.I.T. with free technical support in order to keep our Triumphs on the road. His resume was outlined in the April issue of CYNIK KRÄAPP. 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 S.H.I.T. 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@sbglobal.net.

Ed Note: Commencing with the April 2004 edition of this newsletter and submitted for your approval, the editors of CYNIK KRÄAPP have chosen to include occasional "Question and Answer" columns exclusively for TR technical support and guidance. This feature has become an "Advice to the Shopworn" of sorts for S.H.I.T. Triumph owners. Our contributing expert to this these recurring articles is the renowned British author and wrenchsmith, Sir Bentley Haynes. Over the past year, many readers, particularly the newer ones, have inquired as to Sir Bentley's expertise. We are happy to reprint this biographical thumbnail that first appeared five years ago.

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

Sir Bentley is perhaps best remembered for developing the left-handed monkey spanner [not to be confused with the monkey spanker on which he also worked extensively.] He was also instrumental in the installation of radiator fans on the "Sabrina" TRs, which came so close to victory at LeMans. Later, he drove a specially prepared Razor Edge Triumph 2000 Saloon in the Alpine Rallye Series in the mid sixties until an unfortunate

mishap with a goat ended his racing career. [The incident was captured on film by a traveling camera crew and has recently been downloaded onto the WorldWideWeb. It's now possible through the miracles of cyberspace to view Bentley and that goat, along with other cloven-hoofed animals at www.karasadultplayground.com.]

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

His works include: *The Complete Guide to Lucas Electrical Fault-Finding, Volume I [AC/DC through Dynamos]* [13,872 pages]; *Competition Modification for the Standard Ten, Don't Sweat the Swarf*, and *The Definitive Handbook on Mayflower Sequential Port Injection Conversion*. He has also served as a technical advisor for the Top Gear and has also been rumoured to be an unnamed consultant/advisor/fashion consultant/hairdresser for James May

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

Occasionally, he has been seen calibrating audiometers to supplement his meager pension. We look forward to many years of invaluable advice from such a renowned individual, and we hope that the extra profits from this year's calendar sales will help pay for his trip to House on the Rock in 2009 where he has been asked to serve as our guest speaker for the banquet. His counsel is geared exclusively toward experienced mechanics only.

Do not attempt any of his repair proposals on your own. S.H.I.T., its board of directors, CYNIK KRÄAPP, or its editors accept no responsibility or liability for mishaps that result in attempting to carry out his recommendations.

We have compiled some of Sir Bentley's most insightful columns from the past few years and are reprinting them here for the edification of any new members as well as for the benefit of readers who might need a "refresher" course in his patented procedures.

Dear Sir Bentley,

I am a devoted reader of your column, and I adhere to your advice faithfully. This is my first time writing to you, and I do so hope that you can assist me with a most vexing issue with my Triumph. It seems my Spitfire has developed a "miss," and I suspect that there may be a problem in the electrical system. What suggestions might you offer that would help me sort this out?

B. Toff
Barrington

My Good Man-

This is certainly an uncommon issue which is rarely encountered among the Triumph faithful. I have consulted with my esteemed colleague and elder sibling, the first Earl of Wright, to discuss your issue. The Earl revealed to me a chilling story, heretofore never made public and only now exposed to the motoring press for the first time. Your system probably has become infected with a virus, planted there by international evildoers who attempted to sabotage the normally infallible ignition system developed by the Standard Triumph electrical engineers, most of whom had completed their studies at the prestigious

Lucas Technical Institute.

Some years ago, in a futile attempt to provide some of the Empire's Middle Eastern colonies with a quantity of trained electrical engineers, the institute lowered its standards and thus inadvertently and unknowingly admitted some fundamentalist evildoers.

Certain deranged individuals managed to infiltrate the upper levels of the Lucas super secret, highly classified, ignition division. Once the evildoers had become familiar with the intricacies of the electrical procedures, they planted a virus in the wiring looms of British auto manufacturers, which was capable of causing sudden and complete catastrophic electrical failure in any English automobiles utilizing Lucas electrical components.

It is likely that your Triumph could well be one of those vehicles that was infected with the dreaded "Evildoer" virus. To that end, the Earl has developed a plan to enable you to diagnose and remediate this most vexing concern. This procedure is not to be entered into lightly, for by undertaking this course of action, you will have to sacrifice some of your car's performance, thus limiting your freedom to drive where you want, when you want, a small price to pay to wipe the spread of evil.

My older brother recommends that at the stroke of midnight when there is a full moon, isolate the battery and attach your multimeter to the dynamo's positive earth diode, indicated by black wire with a black tracer and usually wrapped in black electrical tape. If the connectors are corroded and sparks appear for no apparent reason, your car has probably been infected. Your gauge reading should give +/- seven ohms centigrade and 20% relative humidity. Using an elixir consisting of the saliva from a kosher bat, a drop of blood from an albino goat, and droppings from a virgin yak [it helps if you play Black Sabbath or Marilyn Manson in the background, but in a pinch, Barry Manilow will do], rub this concoction on the entire wiring loom, then tap the wires with a silver hammer.

That's right, you need to do a complete wiretap to exorcise the demons of the evildoers. Do not despair that any of your tapping may incapacitate the trafficators, particularly the one on the right. [In North America, nobody uses turn signals any way;

besides, since your laws permit right turn on red, you don't need any rights.] Sacrificing your rights through the wire tapping process is the only way to protect yourself from the actions of the evildoers.

We tell you this in the strictest confidence because we are only interested in protecting you from those that would do you harm. If you fail to follow my big brother's instructions implicitly, there is no way of telling when the evildoers will strike, and it will be your fault for not listening to him. He's only doing this for your own good. Trust me.

Safe & Secure Motoring-
BH

PS- Kindly let big brother know, either by email or phone, at your earliest convenience, if any of your friends are having similar difficulty. He has factory trained operatives standing by to intercept, I mean help, with your private communications issue. He will be happy to tap their wires, too.

Dear Sir Bentley,

I have read with great interest your performance modifications, especially the Chapter from your latest book *Don't Sweat the Swarf, Vol. II* on upgrading the Mayflower's cooling system. You suggest converting the coolant from Centigrade to Fahrenheit, but I'm a bit perplexed. Will this change cause me to lose points in judged concours?

Rufus Leaking,
Canaryville

My good man,

There is no need for alarm. The official handbook of the International Mayflower Consortium of Concours Enthusiasts allows for modern upgrades such as this without any point deduction in competition. It is imperative when making this change to follow the steps I outlined exactly.

- Isolate the battery
- Using a suitable spanner, and with the assistance of a helper, remove the bonnet, dynamo, bumper bearing flanges, voltage stabilizer, petrol injection throttle body [if so equipped], and no. 1 & 3 gudgeon pins.

- Drain the radiator, hydraulic system, and petrol, being careful to dispose of the liquids in OSHA approved containers. [Or you just could pour it down your neighbor's drain.]
- Carefully slacken the pinch bolts which affix the temperature gauge to the fascia and gently rotate the dial 180 counterclockwise.
- Attach a section of 18 ga wire from the negative terminal to the inboard frame rail using a Lucas 20 caliber bullet connector.
- Solder the positive cable to the outboard rail to achieve the proper earthing.
- Using a 3-phase 220V power supply, [a central air-conditioning unit works well] open the electrical valve and allow the current to flow into the wiring loom. [Make sure that the gudgeon pins have been reversed from their original positions and that the diodes on the dynamo have been switched to Fahrenheit.]
- Reassembly is the reverse of the previous steps. Check for electrical leaks and top off the radiator using a mixture of 50/50 ethyl glycol and 20W 50 Duckhams synthetic blend water.

Adhering to these basic steps will enable you to achieve the benefits of a modern cooling system and still maintain the original appearance of your "Baby Rolls." You will also enjoy the added benefit of being able to top off your coolant at virtually any service repair facility without having to hope that a shop will carry the obsolete Centigrade style of coolant.

Happy Motoring-
BH



"Yes! That was very loud Mr. Trainer, but I said I wanted to hear your HEART!"



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: Own a piece of history. 1964 TR3C project. Interesting race history. Restoration started, lost interest. Very rare Triumph, only one known to exist. Comes with parts car and many N.O.S.parts. Most body work complete, no rust ever, needs final assembly. Almost everything necessary for completion included. Experimental twin rotary wet liner Wanker engine completely rebuilt, balanced, bored over .0030, blueprinted. New nitrous driven flux capacitor bench tested. Triple Solex fuel induction. Six speed paddle shifter with variable speed centrifugal factory overdrive. Quick change rear end with 4.11 posi. New Lucas wiring harness with high viscosity racing smoke already installed. Complete faux leopard interior kit and matching top. Too much to list. Too many projects. Need cash to finish Acclaim prototype. Independently valued at over 200K, sacrifice for \$12.95 obo. Kas Kayson, Camdenton MO.

Happy Birthday

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

- | | |
|---------------------|-------------------|
| Terry Daktul 4/04 | Vito Powers 4/23 |
| Leah Tard 4/09 | Al B. Tross 4/23 |
| Claire Voyance 4/09 | Eileen Dover 4/23 |
| Max Welhaus 4/13 | Otto Graph 4/24 |
| Lynn C. Doyle 4/16 | Sue Age 4/25 |
| Chip Monk 4/19 | Peg Board 4/28 |
| Warren Pease 4/19 | Paul Bearer 4/29 |
| Otto R. Rottic 4/19 | Butch Wax 4/30 |
| Stu Meet 4/21 | Jack Hoff 4/31 |

NEW MEMBERS

[memberships - 139; members - 201]

Ivan Yakenhoff
1215 Coventry Lane, Manteno, IL
1950 Mayflower Turbo

Harry P. Ness
1588 6th St., Downers Grove, IL
1972 TR6

Ben Dover
1963 Kent Circle, Chicago, IL
1982 Acclaim

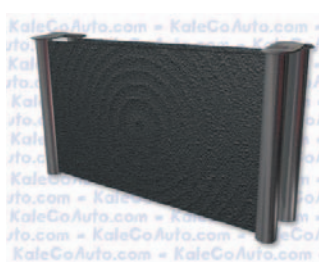
Olga Fokyrceiph
1600 Pennsylvania Ave, Berwyn
1965 Spitfire MK V

Jack Hoff
666 Mocking Bird Lane, Calumet City
1968 2000 Estate

Rufus Leaking
10 Abbington Court, Spring Green, WI
1963 Herald Sprint



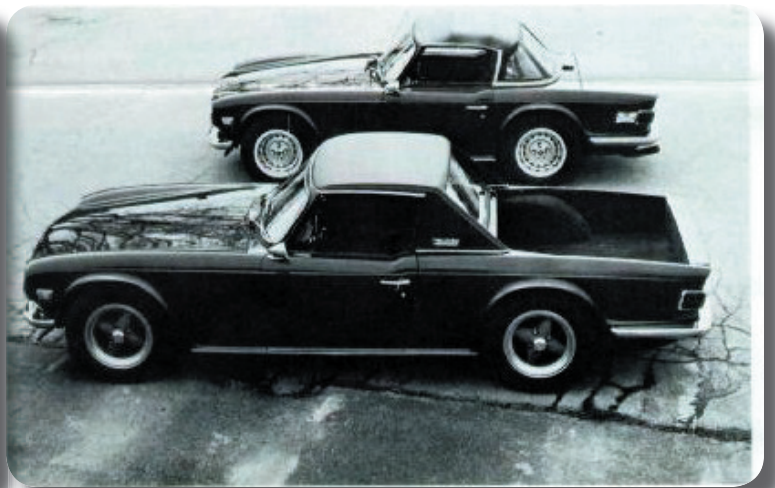
New and Neat from Kale Automotive!!!



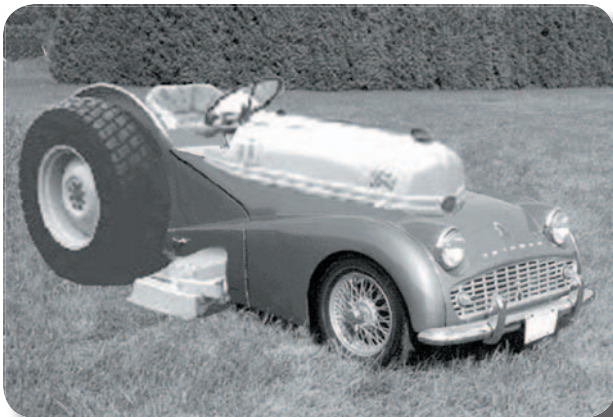
The weakest part of your car is likely the radiator. It is a simple matter of physics when we tell you this: Energy is lost through heat. Transmissions, as they lose more and more heat, begin to cause more loss of power. However, that's only a small part - The worst part is the radiator! All sorts of heat is lost through the radiator - in essence - losing the horsepower through heat! Not anymore!! KaleCoAuto brings you the Radiator Insulator - Simply slip over your radiator and enjoy the power! KaleCoAuto radiator insulation is made from only the finest asbestos and is guaranteed to trap 90% more heat!



*SPY PHOTO OF PROPOSED
NEW TRIUMPH "SPITFURTER" GT*



*TR "ANCHERO" PROTOTYPE
[ACTUAL FACTORY PHOTO!]*



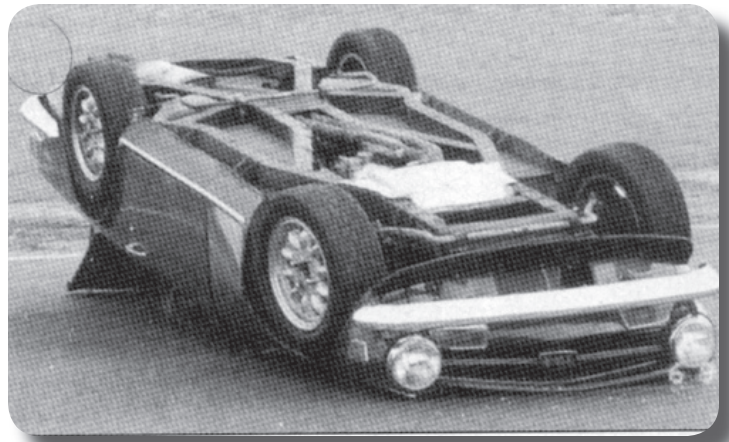
ORIGIN OF TRACTOR MOTOR MYTH



*ACTUAL BL CONCEPT CAR
[WE DIDN'T SAY IT WAS A GOOD CONCEPT]*



HOW "WEDGE" NICKNAME GOT STARTED



*JUST A FEW SHORT WEEKS UNTIL THE
START OF AUTOCROSS SEASON*



SNIC BRAAAPP

APRIL 2009

Vol. IX Issue No. 434, \$3.95 newsstand price
“Git ‘er Done!” Publications, A division of the Busted Knuckle Group
NEWSLETTER OF THE ILLINOIS SPORTS OWNERS ASSOCIATION
DEDICATED TO THE ENJOYMENT AND PRESERVATION
OF TRIUMPH SPORTSCARS
CHICAGOLAND’S OLDEST AND MOST ACTIVE
TRIUMPH ENTHUSIASTS CLUB
NOW IN OUR FORTY-THIRD YEAR
A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

A LITTLE BS FROM BS
NEWS AND VIEW FROM THE
BUSTED KNUCKLE GARAGE



Among the pantheon of ISOA sacrosanct traditions, none come close to April Fool’s Day. Although the tradition of pulling off a practical joke on the first day of the fourth month dates back to the dawn of recorded history when someone who planted his crops too soon was known as an April Fool, the members of ISOA have embraced the tradition with unparalleled enthusiasm. The editors of Snic Braaapp, in particular, have utilized the April issue of this birdcage liner to be even more sophomoric than usual and in at least one instance, wrote cleverly coded messages disparaging a particularly insufferable member of the club. While we have not as yet tried to subliminally mock anybody in print, although now that we

think of it, it seems like an excellent idea for next year, we have tried to keep the tradition alive here in 2009. Humor, particularly when in printed form and among a diverse group of people such as ours, can be a very delicate proposition. We have nearly two hundred members spread across several states, and we have never had an occasion when all of the members have ever gotten together at one time. There are many people in ISOA whom I have never met and whose sensibilities may well be more delicate than mine and, hence, might be offended by some of the material included in the first half of this issue. To those folks, I would simply say, don’t read the first half of the April issue.

A club newsletter, at least in my humble estimation, should first and foremost inform; however, it should also have, granted to a lesser degree, a certain amount of entertainment value. Each issue of SNIC BRAAAPP contains a recap of recent events, a summary of the most recent meeting, and a calendar of activities planned for the near, and in some cases, distant, future. You will find all those topics contained herein, in this issue as well as every other one that has a Kent Circle return address. Also included are tech articles as well as general interest stories submitted from various club members.

As to the entertainment portion,

there are most likely some who fail to find humor in some of our inclusions. Even professional comedians, let alone amateur newsletter editors, sometimes underestimate the humorous effect of their material and fail to amuse their audiences. [We have always maintained that a sense of humor is a mandatory prerequisite to Triumph ownership, lest we become so disillusioned that thoughts of self-destruction develop into a most serious dilemma.] However, on those rare occasions when we manage to provide our readers, sometimes all three of them, with a chuckle or two, we take some small measure of satisfaction.

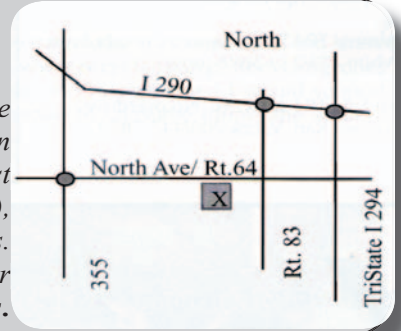
We hope that such was the case with the first portion of the newsletter. Not all of us are amused by the same things or in the same way. If any of our gentle readers failed to find anything jocular in the preceding pages, please be advised that the calendar of events is on the opposite page, a recap of recent activities follows, and you’ll find a summary of the last meeting’s notes as well as excellent contributions from Don Sheldon, Steve Yott, Jeff Rust and Jim Aldridge. For everyone else, we’ve already started on next April’s issue, and if you have any ideas for a good gag, let us know.

Streep



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
Apr.	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	14th-20th			Cabin Fever Cannonball Run to the "Gathering." - Dobdson, N. Carolina
	18th	Sat.	8:00 AM	Carb Clinic - Jensen's - 903 Lilac, Joliet
	31st	Sat.	4:00 AM	30th Annual "House on the Rock" Tour - leave from Wright's in Park Ridge
May	2nd	Sat.	8:00 AM	Tune Up Clinic - Pyle's, 320 Linden, Itasca
	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	15th-17th			SVRA Spring Vintage Race Weekend, Road America, Elkhart lake, WI
	22nd-24th			18th Annual Champaign British Car Festival
	23rd	Sat.		TTA Stag Unveiling - Pawlak's Triumph Ranch, Hampshire
	30th-6/7			British Car Week
June	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	19th-21st			VSCDA Blackhawk Classic, Blackhawk Farms & ISOA Campout
	17th-20th			TRA National Convention - Charles Town, West Virginia
	21st	Sun.		British Car Field Day - Sussex, WI
	26th	Fri.		Movie Night - Cascade Drive In - West Chicago
	28th	Sun.		Michiana British Car Show, Notre Dame, South Bend, IN
July	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	26th	Sun.		North Shore Famous House Tour & ISOA Ravinia Outing
Aug.	1st	Sat.		TTA Charity Drive visit from John Macartney - Burlington Park
	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	7th-8th			The Roadster Factory Summer Party - Armagh, PA
	23rd	Sun.		Orphan Car Show - Kendall County Fairgrounds
	21st	Fri.		White Trash Night - Sycamore Raceway.
Sept.	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	13th	Sun.		23rd Annual Chicagoland British Car Festival - Oakton Community College
	24th-26th			Six Pack TRials - Long Beach Island, NJ
	30th-10/04			VTR National Convention - San Luis Obispo, CA

Note: TTA Work Sessions will be ongoing through the spring of 2009. Check the ISOA webpage for the latest schedule or call Joe Pawlak at 847/683-4184 for the up-to-the-minute plans



BOWLING PARTY

TEXT BY BOB STREEPY,

GRAPHICS BY

CAROL STREEPY AND MARY LOU GLEASON



On a very snowy Saturday afternoon, February 21st, 30 Coventry Irregulars, only 23 of whom actually bowled, gathered at the

Wood Dale Bowling Alley to compete for fun and prizes. Among those in attendance was Sheri "Big Mama" Pyle, only recently released from the hospital following hip surgery. She was joined on the "physically unable to perform" list by Bill Jensen who was recovering from recent knee surgery. Carol Streepy, Rose Ann Felix, Mary Lou Gleason, Jack



Billmack and Jerry Hurst also looked on while Chuck Montague, Rick and Margaret Scholl, Roman Hrynewycz, Mike and Diane Mueller, Larry Nolan and Sonya, Pete and Denise Ballard, Joe Pawlak, Kim Jensen, Joe Felix, Sandy Hurst, Phil and Mae Fox, Jeff and Karen Rust,



Bruce and Carol Barnet, Jack Gleason, Bill Pyle, and your humble and obedient scribe kegled away. Things got under way around 1:00 PM, and the actual bowling was concluded by around 3:00, although, for some of the competitors,



it was over before it began. Bill Jensen acted as the chief steward and allowed the competitors to draw for their lane assignments. There were six teams of four bowlers who alternated lanes. The teams were supposed to choose clever nicknames for their groups, but since it was an ISOA function, anything clever was out of the question.

After the teams finished their third and final game, the group adjourned to the lower level of the establishment for a tasty repast of Italian beef sandwiches, mosticiolli, chicken, potato salad and tossed salad. Several of the attendees brought cookies and candy for dessert.



Upon the conclusion of the meal, yours truly with assistance from Kim Jensen awarded handsome trophies to the members who distinguished themselves in competition. The high game and series among the men went to Bruce "Bubbles" Barnet who rolled 159/434. The ladies honors went again to Karen Rust who had two 143s along with a 131 for a 417 series. The high team score went to the



foursome of Karen and Jeff Rust, Larry Nolan, and Diane Mueller.

Since this was an official ISOA event, there were also awards akin to the club Boomer for anyone whose



scores were somewhat less than desirable. Mike Mueller managed only a 67 in his first game, but explained that he had a defective ball, thus accounting for the diminutive

pinfall. Mae Fox knocked down only 35 pins on her final game, possibly because the bumpers in the alley from the previous team had been removed. [The previous group, it should be noted, consisted of preschoolers.]



Obviously the scoring was secondary to the camaraderie. The objective was to join with friends and acquaintances for a pleasant Saturday afternoon outing. On that score, everyone rolled a 300.

Suds



THE LITTLE RED CAR

First drove past it on a Monday. On my way to work in Burr Ridge, I pass by an auto repair facility. "It" was a cute little red car, a convertible, with a for-sale sign on it. I thought, "Hmmm, I wonder how much?" I continued on to work.

I drove past the same shop on my way home that night, and it was gone. Damn, always a day late and a dollar short.

On my way home on Wednesday, there it was again. This time, I stopped. Now, I needed another car like I needed a hole in the head, but.....

The price seemed doable, but I don't just come home with something like this. I did it once with a new guitar. We ate a lot of hot dogs and beans for two weeks. So I told my wife, Nancy, when I got home, that I had seen this car, inquired as to the price, and would she like to go see it? She asked, "What kind of car is it?" and I said, "Damned if I know. It sure is small, though, and LOW!"

We set up a time with the proprietor of the shop, who was the owner of the car, and went to look at it on the following Saturday. He handed us a key

and said, "Have fun!"

We got in (down) and Nancy asked, "What kind of car is this?" I saw the brass dash plaque and said, "It's a Triumph Spitfire, SCCA Class Champion of 1969 & 1970." Nancy asked, "It's a race car?" I said, "I don't think so, but you never know."

It fired right up, after some searching for the ignition lock. I snicked (and braaaapped) into first gear, and off we went. It sure didn't want to go very fast. Maybe SCCA stood for "Sloth Car Club of America." We'd only gone about 1/2 a mile when my wife asked, "What's that smell?" I had smelled it, too, like the clutch was slipping or the brakes wereDUH!!!! TAKE OFF THE PARKING BRAKE, DUMBASS!!!

I had to drive it awhile 'til the burnt smell went away. NOW, we're TALKIN'! This was unlike anything I had ever driven! Not outrageously fast, but it handled like it was on rails! No wallowing, and when you turned the wheel, the car went that way, RIGHT NOW! It reminded me of a street-legal go-kart. For two. With a trunk. I'd had a convertible in high school, but it was a Chevy Impala, big as a barge. I could park this car in the Impala's trunk! THIS was top-down motoring in a whole new vein!

We brought the car back after about 30 minutes, and the deal was done. We were hooked! The price was settled, and I returned later that day to pick it up. It's been in our possession since that day in 1993, barring an 18 month period

when I lost my mind and sold it to buy a TRULY ROTTEN TR6 (a story for another time.) We've taken many trips to Wisconsin, Iowa, Indiana, and Michigan, and have never had a problem.

I've replaced a few parts, like the rear spring (why is it called a squab cover?), fuel pump, intake and valve cover gaskets, wheel bearings, and rebuilt the rear hubs. The only thing I farmed out was the carburetor. It's due for some serious chassis work and floor pans (or a body tub if a good one can be located), but noodling with it seems almost therapeutic, like taking care of a trusted pet.

I met an ISOA member around '95 or so at an Elmhurst cruise night when British cars were the featured marque. After the show, I needed a jump-start; the diode bridge in the alternator was failing. I was amazed at the STUFF in his trunk! I asked him, "Do you really need all that stuff?" He turned around, holding a roll of silver duct tape, and gave a funny smile. I had just met Jack Billmack.



Jim and Nancy Aldridge

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. When taken as directed, SNIC BRAAAPP has been proven safe and effective in laboratory tests. Do NOT exceed recommended dosage.

**Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 e-mail: trstreep@sbcglobal.net
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MY TRANSIT STORY

BY TONY BEADLE

ISOA INTERNATIONAL BUREAU CHIEF & UK SENIOR CORRESPONDENT

In 1972 I bought a very secondhand 4-year-old Mk 1 Ford Transit van from a dealer in Essex. At the time I was heavily involved with drag racing and, as well as actively competing on the quarter mile, I was also on the committee of the National Drag Racing Club. The club treasurer was a chap named Cliff Jones who ran a car showroom in Hornchurch and when he heard I was looking for a Transit he told me that he had just the thing. Taking him at his word (a very dodgy thing to do where secondhand car dealers from Essex are concerned, even in the '70s!) I arranged the insurance and travelled across London on the tube train one Friday evening after work.

By the time I arrived in Hornchurch it was dark and I was taken round

the back of the dealership to the unlit yard where the Transit was parked. Cliff gave me the keys and told me to do a few laps of the yard to make sure I was happy with the van. The first thing I noticed on opening the door was the smell of rotting vegetables - apparently the previous owner was a greengrocer and the van obviously hadn't been cleaned out for weeks!

There was very little room to manoeuvre in the yard and I don't think I managed to get beyond second gear, but after a couple of tentative circuits I handed over the cash and headed for home with the windows wide open. Out on the road certain negative aspects quickly became apparent - over 30mph the differential whined very loudly (something it did the whole time I owned the van) and, when I hit a bump in the road, the windscreen wipers started in motion and could only be stopped by frantically jiggling the switch on and off. This was another fault that I never managed to cure.

That apart, the elevated driving position was a joy and the Transit felt much more like a car than other commercial vehicles I had driven up until then. Thanks to the 2-litre, V4 engine and low rear axle gearing the initial acceleration was pretty nippy and its unladen performance was more than adequate for my daily commuting and social needs.

In the daylight of Saturday morning, the numerous dents in the battered green bodywork were easily visible, as

was the broken hinge on the rear door, but it was too late to change my mind. The first job was to clean out the inside and get rid of the stench, and the next to fit a tow bar as the Transit was to be used to pull my dragster trailer to the race track.

Once swept and disinfected, the whole of the interior of the cargo area was covered with motor racing stickers until it was almost impossible to make out the colour of the panels. The final touch was a home made stereo system, with the radio and cassette player wired up to four speakers - two mounted in the very back corners close to the roof and two in the front. When Led Zepplin were on full volume the effect was awesome as the empty van body acted like a giant reverberation chamber!

During the two or so years that I owned the Transit I can only remember one serious breakdown. Late one night, after I had been speeding along the A.40 Western Avenue past Northolt Aerodrome, just as I turned off the main road the engine cut out. I drifted into the service road and parked outside a row of shops. Opening the bonnet revealed that the timing chain cover had split asunder and the fan was chewing into the radiator, creating a rapidly expanding puddle of hot oil and water at my feet!

Fortunately, my brother Don was (and still is) an ace mechanic and he soon had the V4 engine running sweetly again. I think the most expen-

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



sive part of the operation was getting a new core put in the radiator.

Because the Transit was also used to push-start the dragster, once at the dragstrip a big wooden board had to be bolted to the front bumper. This meant removing the number plate and so I used adhesive letters above the grille to get round the hassle and added a 'Keep on Trucking' decal to the bonnet at the same time.

Although the Transit did sterling work all the time that I owned it and was the source of much entertainment, when the chance came to buy my friend's 1962 American Ford Falcon with a six cylinder engine and automatic transmission I couldn't resist the temptation.

However, my involvement with SGH 314F wasn't quite at an end. The following year after selling the Transit I managed to borrow it back to do a drag race meeting at Silverstone. On the way home to London down the A.5 on the Sunday evening we encountered some torrential thunderstorms and a few miles north of Dunstable the engine began to splutter and eventually died completely - stubbornly resisting all our attempts to get it going again. Luckily a buddy was following behind in another car and so we transferred all the valuable equipment over before abandoning the van and trailer (with the dragster on it) in a lay-by.

Returning on the Monday morning in the Falcon, we were still

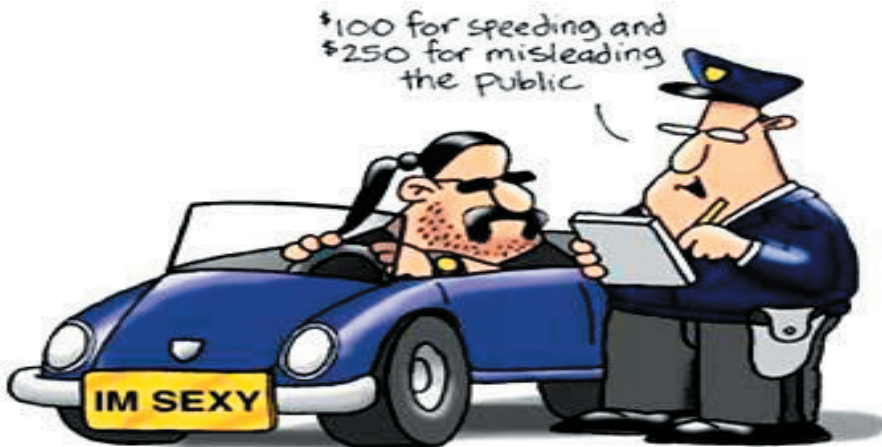
unable to get the Transit to start - I think the problem turned out to be a duff coil - and were then faced with the problem of getting the van and trailer home. The Falcon didn't have a tow hitch so the only solution was to tie a rope to the Transit and pull the whole lot with the little left-hooker.

I can recall that the closely linked procession of car, van and trailer (plus dragster) caused quite a stir weaving through the traffic in the centres of Dunstable and Barnet but, amazingly, we made it back to base without any mishaps - and thankfully without encountering the boys in blue!

I sold the Transit to a guy who worked for Nicholson McLaren in Hounslow, building Cosworth DFV engines for the F1 team. He kept it for a while, but then we lost contact and what happened to it after that I don't know. Sadly, I very much doubt that it has survived.



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2009 ISOA

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*past president



SWAP MEET

TEXT & GRAPHICS BY BOB STREEPY

A sizeable contingent of ISOAers converged on the DuPage County Fairgrounds on an unseasonably cold Sunday morning February 22nd to shop for LBC bargains at the annual swap meet put on by the Chicagoland MG Club. The event, now in its 13th year, draws buyers and sellers from all over the Midwest. Even though E-commerce has changed the way of doing business for many vendors as well as prospective parts buyers, there were three buildings full of British car



parts and bargains seemed to abound as attendees pawed through all kinds of parts, tools, and assorted related ephemera. Even though shopping on eBay has become the accepted method of acquiring and eliminating Triumph goodies, there's no way that cyber shopping can replace actually touching and seeing a greasy, rusty Triumph part. It seemed as if every buyer in attendance was carrying around some oxidized old piece of car paraphernalia and bragging about the great deal he got, while sellers



were mostly thinking about how happy their significant others would be that the same item was finally gone from their garage; definitely a win-win situation for both parties. Your humble and obedient scribe definitely managed to return to Snic Braaapp Towers with an armload of parts, much to the chagrin of the head proofreader.



but also by several purveyors, including Al Christopher, Doug Larson, and Tim Mantel, all of whom seemed to be doing a brisk business. The club booth also seemed to be recruiting pretty effectively as various ISOAers extolled the virtues of belonging to the world's greatest Triumph sportscar club to prospective members. As an incentive to join, or more likely as a way of getting rid of any one deemed not worthy of membership, back issues of Snic Barf were given out. [Perhaps the thinking was that if anyone would read this birdcage liner and still be interested, they probably were not the type we'd want as members anyway.]

In addition to the usual purveyors of used and abused parts, infamous "ride mooch" Burt levy was there to hawk his books and there were several booths with t-shirts, models, hats, pins, etc.



By late morning, activity began to slow down, but not before numerous transactions were completed.

While scoring a great deal is always a priority among the ISOA contingent, hanging out with one another is also a significant reason to show up, and even though the weather was more like early January than late February, the old adage that "if its time for the swap meet, can spring be far away" was never more true than this year.



Suds

In our February newsletter, we asked our readers, to submit stories of some of their more memorable road trips. This Month Don Sheldon recounts his excursion to The Roadster Factory in Armagh, PA.

95 ROADSTER FACTORY SUMMER PARTY



After retirement in 1992, I purchased a 71 MGB in disarray for \$900. After the flat bed dropped it off, and we pushed it in the garage, I started to have thoughts of remorse. After 2 ½ years, the restoration (refurbishing) was complete. The restoration of a British car is never complete; it only moves to the maintenance mode.

In the spring of 95, a buddy of mine (Bob) who owns a TR3A suggested he fly from California to Chicago, and we could drive my MG to Indiana, Pennsylvania, to attend the Roadster Factory Summer Party. I thought, "That's doable." When the word was out, two other buddies (Bill and Ed) said they would like to go and follow in a chase car. That turned out to be a good piece of insurance.

Off we went for the summer party 700 miles away on Interstate 80. All went well with the MG until Ohio. The friends in the chase car indicated there was a problem with the exhaust suspension. I glided into a nearby Meijers store parking lot to check it out. A weld on the tail pipe exhaust hanger had parted. Some 14 gauge bailing wire from Meijers put us back on the

road. All went well on to Pennsylvania. I should have used bailing wire as apposed to welding in the first place.

The first day at the party started with a road rally. Bob and I took that on. The others hung out at the party enjoying good food and beer. The twisting, two lane tree-canopied roadways through the Pennsylvania hills made a beautiful venue for a rally. We were doing well when we came upon an open air Landrover ahead of us. Either they were lagging behind, or we were running too fast. So, we laid back until we could determine who was on schedule. While holding back, I noticed the woman driving was pointing out vistas to her young family and was not paying close attention to the curves in the road. I decided when we came upon a clear straight road, I would pass before she killed us all. As we passed, I glanced to the right to be sure she stayed in her lane and noticed the Rover was a right-hand drive with her husband at the wheel (Dumb! Dumb!). All that sweat for nothing. There were no further problems for the rest of the drive until the finish.

I switched off the MG to check-in, and upon returning, the car would not start, not one pop. A quick check of the vitals indicated plenty of spark and fuel. Many local friendly sport car members appeared on the scene to assist. Everyone was baffled. The only thing that worked was to pour raw fuel into the SU's while cranking the engine. The engine would rev-up, nearly come out of the car, and then fade. This went on for nearly a half an hour or more. I feared the engine might seize, or we would all go up in flames. Finally, a bystander spotted a disk the size of a nickel under the car, and the

consensus was that it was a casting plug from the intake manifold. Sure enough, the plug came from an inconspicuous casting hole at the end of the manifold. A key local assistant duct taped the plug in place and suggested we proceed to his garage for a more permanent solution. He found a ½ inch pipe thread plug, applied white lead, and screwed it into the hole. I always planned to replace the plug some day. However, it remained when I sold the car, and to this day, it may still be there.

The following day there was a public showing and judging of all British marques. I thought I had the best in show (yeah right?), but with the bailing wire and water plug in place, we did not even get an honorable mention.

All in all, it was a great event with terrific cars, excellent food, and beer. The drive home was without problems, thanks to the creative ingenuity of the American sport car enthusiast. The following year my wife (Mary Kay) and I drove the MGB to the MG Nationals in Indianapolis, Indiana, but that's another story. Hopefully, the TR6 we're working on now can make future trips such as these.



Don Sheldon

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

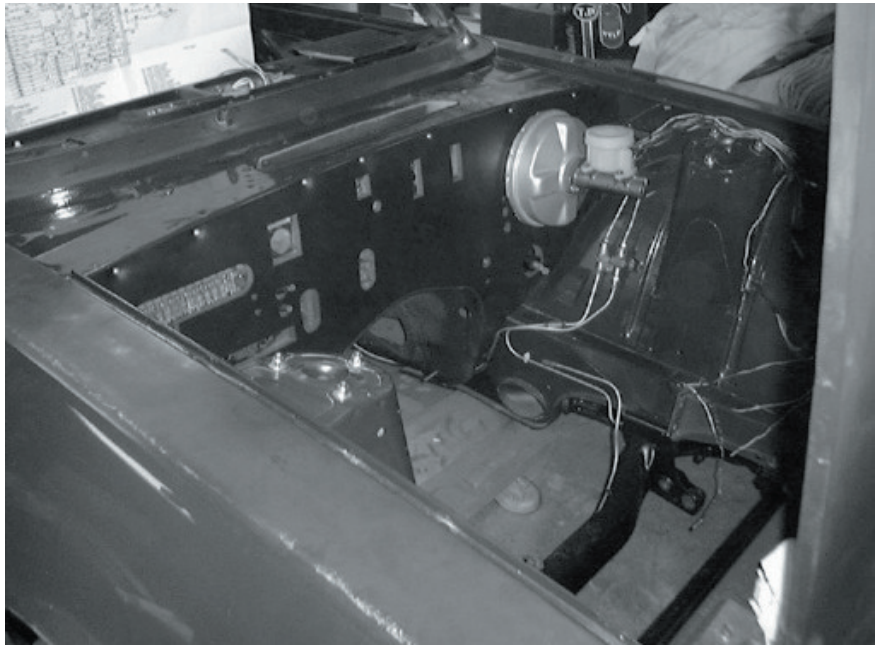


TEXT & GRAPHICS BY
JOE "STAGMEISTER" PAWLAK

We had another major assembly weekend. Many thanks to Chuck, Rick, Irv and Tim. I finally got the power steering rack completely rebuilt, reconditioned and installed. We finished up the brakes, which took a bit longer than we expected. We added fluid, but there were a few leaks here and there. There was also an issue with the main reservoir sealing properly to the master, but we finally got that fixed, too. The rest were some issues sealing properly to the flex lines. The new flex lines were threaded all the way to the tip, and that prevented the joint from tightening all the way. A little modification to cut back a couple of threads allowed the union to seat all the way, and so far, we are leak free. [Although not having to worry about brakes would get you to California quicker.]

The soft top frame was completely sanded and is awaiting final paint. Final suspension parts were torqued down. Emergency brake cable assembly was reconditioned and installed. The new heat shield was cut and is awaiting final trimming and will get installed into the trans tunnel now that we have all the lines in place.

More attention was needed to recondition the alloy wheels. This is mostly due to pitting from the coating that was applied at the factory that collected water underneath and corroded the alloy. One of the guys did a good job in getting them stripped down and cleaned up, but we needed to do some more work on the pitting in the finish. I was able to take one of the wheels and eliminate most of the pits. Using this as a benchmark (as well as my stag alloys



to show what they should look like), I put 2 guys on this, and they worked all Saturday and got the wheels back to an acceptable condition. They will get final buffing soon. Sometimes when you put a ton of time into something, you don't know if it is worth it or not, and I saw it in their eyes. They had worked their asses off carefully sanding out the pits and fixing knicks in the alloy. So I got out my buffing wheels and compound and proceeded to transform the matte finish from the 220-400 grit sanding to a semi glossy state. I switched buff wheels and applied the next compound and brought it up to a very bright state. Then I gave it a final hand-finishing with a "cleaner" compound. The smile on one face was priceless, and the word awesome was exclaimed. It confirmed to my best guys on the project that the effort was worth



it. I was too exhausted to have much emotion at that time of the day.

On Sunday, we started sorting out some of the engine electrical harness issues. There were some seriously melted wires, but I am getting some lengths or correct color codes, and we will get the harness repaired and re-wrapped. I am putting an order in to British wire for replacements along with a set of fuses and extras. The entire fuse box had incorrect fuses installed which contributed to the melted wires.

We did run into a setback on Sunday. This involved the heater box area. We decided to test the heater fans, and one out of two passed. The right side fan bearing is totally shot and is wobbling and screaming loudly. There was a lot of debris in this area as well, and it is blocking proper air flow through the heater core. This is a major pain in the ass, pain in the neck and simply something we hoped we wouldn't have to tear out. Alas, it needs to come out, and this will take a couple of days to get fixed. The good news is that the interior guys get a couple of extra weeks before they begin the carpet and dash installation. I need to see what I can do with this heater blower.



CHILI PARTY

TEXT BY BOB STREEPY

GRAPHICS BY

JACK BILLIMACK & BOB STREEPY

of discussion, but the TTA Stag project certainly was among the favorites. Some people [make that the guys] congregated in the basement and gathered around



Bobby's workbench, which included a Spitfire crankshaft, while other guests, surprisingly predominantly among the



female persuasion, found Annie's quilting loom more interesting. [I guess it's true what they say about to each his own.]

Around five, the guests began to elbow their way toward the various concoctions of beans, tomatoes, spices, etc that when combined create the epicurean delight known and loved as Chili. Besides the main entrée, there were also salads, sweets, and snacks of all sorts, not to mention the aforementioned elixir made of malt, hops, yeast, barley, and



water. While each entry into the cookoff received rave reviews from the gourmands in attendance, the recipe of Larry Nolan and Sonya received the highest score in the Chili concours.

Following their tasty repast, the guests adjourned to the living room for some belt loosening and to watch a few vintage racing films accompanied by more conversation. By about eight, the effects of the various legumes and



spices began to make their presence felt, literally, and so in the best interest of polite etiquette, the guests, much to the relief of the hosts, began to make their way home, allowing the hosts an hour or so to open their

windows and air out their home before the temps dropped. In all seriousness, it was a most enjoyable function

and Bobby and Annie should be congratulated on planning and hosting such a delightful party.



On Saturday, March 14th, on what was undoubtedly the nicest day of 2009, nearly 2 dozen Coventry irregulars converged upon Casa Lathrop in Woodridge to participate in the 2009 version of the ISOA rite of spring known and loved as Chilifest. Jeff & Julie Lathrop, Jeff & Karen Rust, Mark Moore, Jerry & Sandy Hurst, Pete & Denise Ballard, Kim & Bill Jensen, Doug & Debbie Larson, Jack & Barb Billimack, Phil & Mae Fox, Joe & Kathy Pawlak, Chuck Montague, and your humble and obedient scribe were all among the club members in attendance.

Things got under way at Bobby



and Annie's residence around 3:00 PM as the guests began to arrive. After our long, cold winter, the 60-degree temps and sunny skies were a most welcome relief and prompted the Hursts to drive to the party in Triumph. The crowd mingled and visited for an hour or so and enjoyed conversation and the age-appropriate beverages so often associated with St. Patrick's Day. There were many topics

Suds

TTA STAG V8 POWER!

ASSEMBLY OF THE TTA STAG POWER PLANT, A MULTIPART ARTICLE WITH [HOPEFULLY] A HAPPY ENDING!

There I sat on a bitter cold Saturday evening contemplating the task in front of me [which was actually the TV remote control and a can of Diet Sprite!] The TTA Stag motor, (or more accurately, its parts) were in the dungeon of the Silver Lake Triumph Emporium and second home to Macy, the garage dog! The following morning I planned to begin the multi-day process of engine re-assembly. I figured that some of you might like to read about the inner workings of this eight-cylinder beast as it was put back together and, hopefully, generating power.

Following the delivery of a really dirty, ugly lump to Silver Lake last spring, Joe Pawlak came up to my place for a day, and we disassembled the engine. We inspected the parts and made a list of the required replacement parts as well as any requiring machine shop work. The Stagmeister took a long list of parts required for the rebuild back to Hampshire, and I delivered the main engine components to the machine shop that I have used for many years.

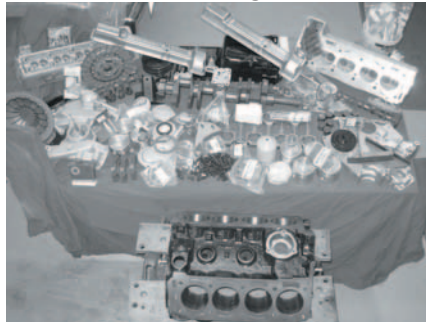
The parts were ordered, and while we waited on their delivery, Kevin Koram at APS Auto in Libertyville began the following machine work:

- The block was bored .020" oversize for new pistons, and the deck was surfaced for flatness.
- The crankshaft was turned .010" under on both the rod and main bearings.
- It was then balanced as a rotating assembly complete with the new pistons, rods and bearings.
- The crankshaft was nitride treated to harden the surface for longevity.
- The connecting rods were re-bushed and fitted to the piston pins.
- The big ends of the rods were then ground and honed to size and shape.

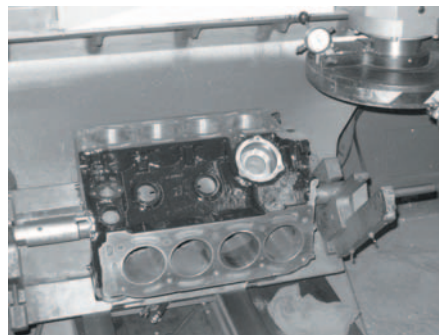
The cylinder heads, like those on most Stag engines, were in rough shape due to poor quality castings. They were severely pitted on most of the mating surfaces. [We even had to weld the block mating-surface to fill in some of the craters!] Then we did some resurfacing, installed new valve guides, and ground the seats.

[This is only a brief discussion of the areas requiring work, and there will be more detail provided as this series continues with installments on each engine section. I will supplement the text with numerous photos, because as an avid reader of this fine newsletter, I realize that no one reads the words in this rag!]

[Ed Note: You're telling me?!]



Way too many parts to fit in that little block! Some may just need to be left out.



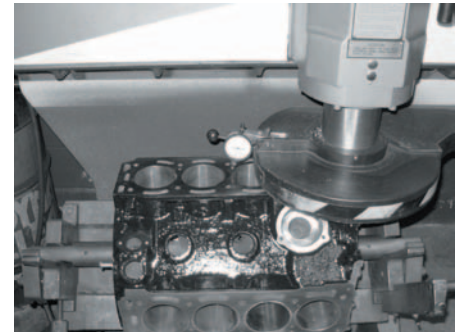
The Stag block mounted on the Rottler surfacing machine.

The first photo shows the huge pile of parts that would need to be properly assembled into the little V8 block in the foreground. [I can't believe there are that many parts in this engine, **well over-engineered!**]

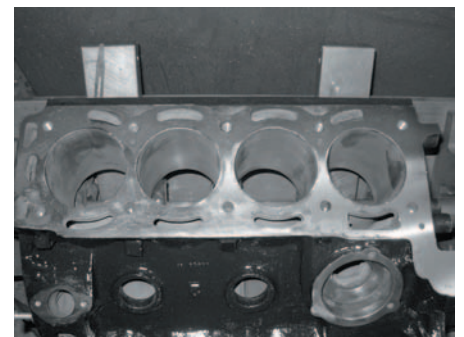
This next photo shows one of the last machining operations performed - that of surfacing the decks of the block

for flatness and the removal of any surface.

The block was firmly clamped to the Rottler surfacing machine using the large bar you can see mounted in the main bearing caps. We carefully squared up the block to the machine and cutting head [the circular black object in the upper right corner]. Once square, we painted machining dye on the surface and a made cut of .002" across the deck.



The first cut of .002"



More metal had be removed to make this surface flat!

The first cut revealed that the surface was far from flat, and it required another .004" pass to remove the pits and to flatten it for a good head gasket-sealing surface. This amounted to a total of .006" removed from the other cylinder deck. With V8 engines, care has to be taken so as to remove as little material as necessary from the block decks and the cylinder head surfaces. Removing too much material from these surfaces will alter the angles and dimensions between the cylinder heads and change the geometry for mating the intake manifold. [More on this in a later segment.]

We primed the block with rust preventer and applied a final coat of black Eastwood engine paint. All the other

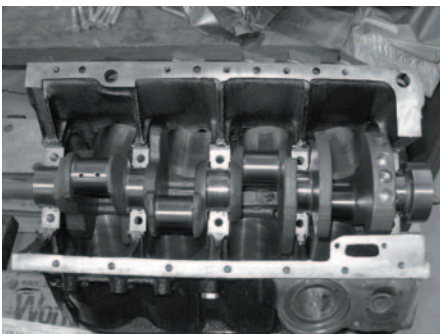


engine parts were bead-blasted, cleaned, and painted or powder coated, thanks to Mike (Toofus) Mueller! We coated the small hardware with black oxide to prevent rust and to make it look as good as a new engine. Considerable time and attention to detail were spent on all of the parts to ensure a high quality and long-lasting engine rebuild.

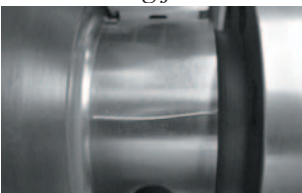
Next, we installed the freeze plugs and the plugs for the jackshaft and oil pump drive. Each head has 5 plugs, and the block has about 8 various plugs that all had to be fitted.

Then, we fit the crankshaft and main bearings into the block. The objective was to install and check each main bearing clearance, as well as to measure with crankshaft end-float. Then we fitted the rear main seal and bolted it to the engine stand.

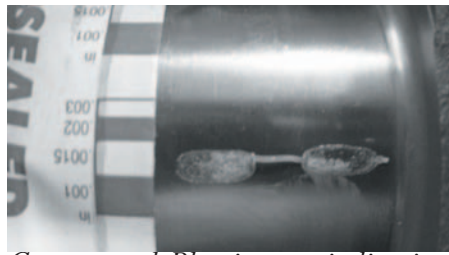
We cleaned the main bearing shells and very lightly oiled them before we placed them into the saddles in the block. The crankshaft was carefully placed into position, and the second half of the main bearing shells were installed in the main bearing caps and lightly oiled. Light oil was used at this point to facilitate the use of Plastigauge to check the clearances. At this point, assembly lube would have been too thick and might have resulted in false bearing clearance readings. The next photo shows the Plastigauge material placed across each of the crankshaft journals.



Plastigauge can be seen across each main bearing journal.



Close up of the Plastigauge in place.



Compressed Plastigauge indicating a clearance of .0015" - perfect!

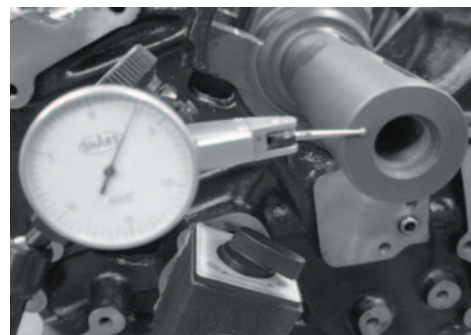
The main cap bolt threads and heads were coated with ARP moly lube, and all caps were torqued to spec. Then, we removed them to take a reading of the Plastigauge in order to determine the main bearing clearances, which should have been .0015" - .002".

[Plastigauge is a material manufactured to a specific diameter, and when compressed, holds its form. The width of the compressed Plastigauge material is then compared to the chart and the clearance]

Next, we cleaned the Plastigauge residue from the crankshaft and bearings.



Crankshaft thrust washer installation.

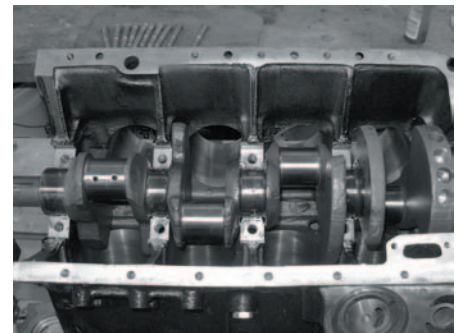


Crankshaft end float is at .003", tight but good to go!!

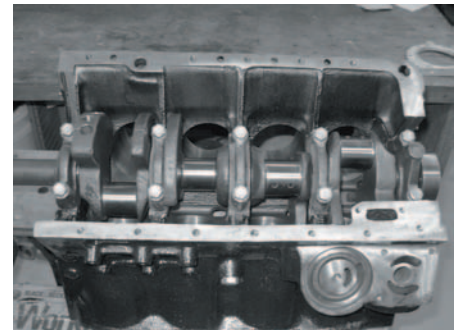
The crankshaft thrust washers were then re-installed, and the main bearing cap that is used to retain them was

again torqued to spec. Our next step was to attach a dial indicator to the front of the block and the crankshaft to measure end float. We were good to go with a measurement of .003, well within spec.

Then, we removed the crankshaft and applied liberal amounts of engine assembly lube to all main bearings and crankshaft journals. We installed and torqued main bearing caps and installed the rear main seal. We checked the crankshaft rotation to make sure it was smooth and easy to rotate.



Liberal amounts of assembly lube.



Crank is in and ready for the engine stand!

In the above photo, take notice of the huge holes drilled into the crankshaft counter-weight on the right side. These holes were drilled to facilitate balancing the rotating assembly. This engine was way out of balance in its previous life!

Next month, we finish the bottom end and the prep the heads!

Thanks,

Drippy!

NAPM



In our March newsletter, we bloviated on some of the more infamous ISOA nicknames. In response to that bit of prose, Jeff "Stalker" Rust "explains" the derivation of his pseudonym.

THE LEGEND OF STALKER

Moving here from Massachusetts you notice lots of differences. Corn for instance. The corn out here truly is amazing (hello? "The Cornbelt.") and is, no doubt, due to the fertile "Black Dirt" of Illinois.

The field next to my parental home in Massachusetts was always planted with what we called "corn," which even when mature has a strange resemblance to the "July Sprouts" of Illinois. I mean cornstalks here are at least

twice the height of Massachusetts corn!

One of my first ISOA Fall outings after arriving is the "Mendota Cornboil" in Mendota, Illinois, located straight down 39 and just north of 80 right in the middle of corn country. On the way there, I have the opportunity to experience a few hours of driving through millions of acres of this mature, monster corn.

Once there, I join up with the Chicago contingency including the likes of Jack, Sheri and Billy, Irv, and Bob, as well as a whole host of other members.

After a few beers, I head for the bathroom meeting up with Irv on his way. While we are walking, I relay my amazement at the length of the corn stalks here in Illinois which after a few beers, I'll admit, may have been a bit animated.

The men's room is empty but for two old-fashioned urinals next to

each other. You know the ones made of porcelain that stand about five feet, are built into the wall, and have a constant trickle of water running down - just like ones in the early nineteen hundreds grade school I went to.

At any rate, Irv and I each walk up to a urinal and begin to do what we came for when Irv suddenly stops, looks over then back at me and exclaims, "Cornstalk!"

What he meant by it I have no idea, but everyone in ISOA has always referred to me as "Stalker" ever since. They usually smile when they say it, too, as if they knew something.

I don't know where Irv comes up with these names, but that's my story, and I'm sticking to it.

Stalker

GEARBOX GETTOGETHER



TEXT & GRAPHICS BY BOB "SUDS" STREEPY

On Saturday, February 28th, a dozen or so Coventry irregulars gathered at the ISOA home away from home AKA, Bill & Sheri Pyle's to engage in the annual club transmission

clinic. Bill provided coffee and pastries for the early birds, and the actual wrenching began around 8:00AM. Among the gearboxes subjected to examination were those of Jack Gleason, Tim Buja, Lee Feder, and Bill Block. Jay Holekamp brought his testing jig, and after a few false starts attributed to recalcitrant fasteners, he determined that the solenoid on Jack's J-type overdrive was inoperative. The good news was that the gearbox itself did appear to be in good working order.



After lunch, work began on Lee and Bill's transmissions respectively. Unfortunately, it was not a case of all's well that ends well, since Lee's tranny was still not operative even after curfew had come and gone. The verdict on what ails his gearbox is still not known as of this writing, but we're confident that it will get sorted out in due time.

Despite the less than positive outcome for Lee, the clinic itself served as a good learning experience for those in attendance.



Toolman disassembled his overdrive and explained the various workings of the unit as he did so, much to the enlightenment of those observing. In the meantime, Billy offered up various and sundry tools, parts, and supplies, not to mention wisdom.

Suds



Tom Morgan spoke with reps from this club at the DuPage swap meet and thought some of our readers might be interested in joining their organization.



Introducing
RallyRoads.com

We're building a brand new website, dedicated to maximizing your motoring experience.
If you're the kind of person that loves cars and enjoys driving them...you're our kind of people.
Check us out at www.RallyRoads.com

The 2009 British Car Festival is Moving! September 13th - Oakton Community College

Mark your calendars and get out your map if your memory isn't what it used to be...

The festival is moving back to **Oakton Community College** located at River and Golf Roads in Des Plaines Illinois.

We'll see you there!

**Awesome Cars!
Great People!
New Location!**



Please visit our website:
www.britishcarunion.com

Mark "Silo" Fisher writes:

I pulled the 2.3L Duratec out of the Lotus XI frame and mounted it on my Dyno at work. While I am working on the code for a complete engine management system (fuel, spark, gauges, electric water pump, fan, etc), I decided to throw two existing boxes at it. One is the DIS spark unit, driven by the stock 36-1 tooth crank trigger. The other is the EFI module, driven by the tach signal from the spark box. Either/both could be applied to many Triumphs.

To see a video of the first start, click on: www.eFishers.com/duratec.wmv

Mark ads, "I'll put it on YouTube once I get an account set up. Next, I will need to do some tuning"



New Arrivals



Sharp-eyed readers will recognize the photo above as the TR4 retrieved by Steve Yott and Mark Moore from a forty-year hibernation in Chicago last April. The car has recently passed into the possession of your humble and obedient scribe and will serve as the ISOA presidential limo, after a few "minor" cosmetic details. Stay tuned to future issues of this fish wrap for a blow-by-blow account of its resurrection..

*In the latest issue of **Classic Motorsports**, readers will find a color photo of the TTA Stag, along with two paragraphs on the restoration and the 10,000 miles TRip planned for this summer. CM's headquarters in FL will be the starting point of the journey.*

In the same issue, the editors mention that a #3 condition TR3A sold for \$30,850 at auction and a pristine 61 TR3A sold for \$53,900!!.

There is also an article on "Future Collectibles that includes the TR8 for investment consideration.

In addition, there is a story featuring TSI LO [The very first Triumph "TR"] and its restoration in the same issue.



ISOA First Ever

"Cabin Fever Cannonball Run"!!

Join the Silver Lake Mafia for a week in the Southeast. The highlight will be the 24th annual "Gathering - a British car show sponsored by the Triumph Club of the Carolinas, with side TRips to the Tail of the Dragon, the Blue Ridge Parkway, and the Cherohala Parkway, April 16-22.

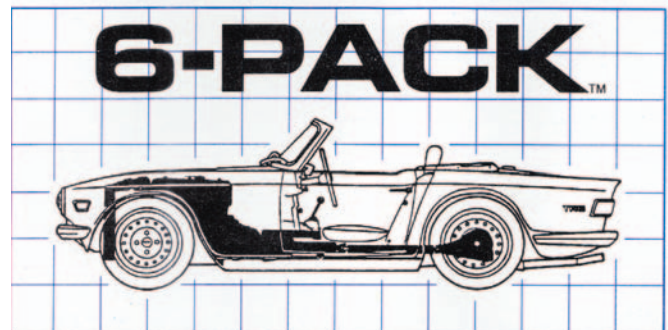


May 22,23,24-2009



June 17-20th

Charles Town, West Virginia



*Six Pack TRials Festival 2009
Long Beach Island, New Jersey
September 24th, 25th and 26th*



August 7-8, 2009

The Roadster Factory's Summer Party 2009

Hosted by: The Roadster Factory

Contact: 800 234-1104

E-mail: TRFMail@.aol.com

Web: http://www.the-roadster-factory.com



MARCH

ISOA MEETING NOTES

[In Case You Missed It]

On a blustery 1st of March, around 50 hearty souls made their way to Mack's Golden Pheasant in Elmhurst, Illinois, for the monthly meeting of everyone's favorite club, ISOA. Bob Streepy called the meeting to order at exactly 7:10 PM and got the evening rolling with the traditional introduction of the board, followed by new member and guest introductions of which there were several. In attendance for the first time was Bill "Cooter" Kolton, who was given a membership by his brother John "Fru Fru" Kolton. Bill is currently Triumphless but is looking to acquire a TR6, so if anyone knows of some prospects, let him know. Next up, we met Bev and Bob Toms of Naperville who own a TR3 and are considering joining our club. The last introduction of the evening was Herbert Crenshaw of South Beloit. Herbert owns a '79 Spitfire and decided to join ISOA to garner some advice, to benefit from the club's mechanical expertise, and because he was taken in by our "FREE TICKET" scam... I mean offer.

Bob continued the festivities by offering a rare glimpse into the inner workings of the vastly secretive board meeting for those who have never attended. He recapped the board's decision to hold the line and not increase the membership dues during these trying economic times. As a sign of our struggling economy and the ever-increasing costs associated with printing and distributing the newsletter, the board has ruled to cease the exchange of newsletters with other clubs. Snic Braap will be made available to them on line as a PDF file. Bob also mentioned that the club would like to compile a list of garages, mechanics and other area businesses, which work on British cars so that when someone inquires about service, they can be offered some options. This list would be just that, a

list, not an endorsement. If you know of any or like a particular service business please contact Bob or me.

The next item on the agenda was new acquisitions, which made Bob particularly proud. It seems that Bob is the new owner of a 1963 TR4 that previously belonged to Mark Moore and Steve Yott. This is the same car that Mark found last year in Hyde Park and saved from the scrapper. The complete story appeared in a previous issue of this publication. We wish Bob all the best with this restoration, and I am certain that it will lead to many informative and entertaining articles.

Tim Buja, our esteemed Webmaster, announced that all of the past editions of Snic Braapp will be made available in a new, online archive. This is a welcome resource for fast reference of all past technical articles and club humor.

The floor was opened to the discussion of current projects. Mark Moore was pleased to announce that the tub of his very yellow TR6 had been mated back to the freshly renovated frame, and it would not be long before its completion. Greg Fantozzi said that he had hit a slow spot in the restoration of his '76 TR6 due to some electrical issues that he had to overcome.

The project discussion led into Joe Pawlak's update on the TTA Stag project. Work has been progressing briskly, and the Stag has begun to resemble a car once again. The route for this trip is 99% set and will kick off at the headquarters of Grassroots Motorsports in Daytona, Florida. For complete details visit <http://triumphtransamerica.org.uk/>. The Stag's official unveiling will be held on the Memorial Day weekend most likely at the Quarter Horse and Triumph Rescue of Hampshire. It is imperative that all who have volunteered their time and energy for this restoration be there, so that they get the recognition they deserve. Plus, it should be a good party! More on this as the time draws nearer.

The next item was a recap of the happenings for the month. Bob

Streepy regaled the gallery with tales from the club's annual bowling event at the Wood Dale Lanes. Lee Feder followed by conveying his experience at the transmission clinic held at the Pyle residence. Lee was a bit disappointed that after working all day and much of the night (he did not stop until midnight), that he did not leave with a functioning gearbox. This is a rare occurrence which I am sure will soon be remedied.

Jack Billimack ran down the list of up-coming events, which can be found elsewhere in this issue. Jack also asked that if anyone knows of an interesting event that they would like to advertise or to add to the roster, they should contact him. Bob Lathrop spoke at length about the Chili party to be held at his house. At this point, the president called for a break for those in need of a nicotine boost.

This brought us to the most anticipated portion of the night's activities, the monthly raffle. This month the raffle was drawn by Bev Toms and was won by Pat Lobdell. Pat won an amazing array of automotive items including a pry bar set, a set of brushes, a multi meter, and the highly coveted faux zebra skin steering wheel cover!

The final items of business were the Peter M. Roberts and Boomer awards. The nominations for the Peter M. Roberts award were, Jay Holekamp by Tim Buja for Jay's efforts at reassembling Tim's overdrive and Lee Feder by Bill Block for the loan of new bushings so that Bill could go home with a functional transmission. In a close ballot, Lee won the award. In a stunning turn of events, there were no Boomer nominations as no one was willing to confess to doing anything remotely worthy of the recognition.

The meeting was adjourned at about twenty to nine. Until next time, I apologize for any inadvertent errors or omissions.





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

•For Sale: 1974 TR6 project car. located near Irving & Cumberland. \$1700.00 Call Tom 773-303-7090 or 773-251-2764 for particulars. tgg11@hotmail.com [3/09 - not an ISOA member]

•For Sale: 1974 TR6. Strong runner. Located in Zion. Phone Mark @847-746-3800 for details. \$3500 O.B.O. [3/09 - not an ISOA member]

•For Sale: TR4/4A carbs with intake, several TR starters and generators for cores. Call Jack Billmack 815/459-4721 [3/09]

•For Sale: 1960 TR3A Spa White w/Blue trim and top. 87 MM pistons. Overdrive. VTR Concours & Senior Award winner. Bob Streepy email trstreep@sbcglobal.net or call 630/372-7565 [4/09]

•For Sale: Four 48-Spoke 4 1/2" rim painted wire wheels mounted on good tires. Four 48-Spoke chrome wire wheels with knock-offs and adapters. Less than 200 miles. Call Thanos Kourliouros 847/362-7015 [3/09]

•Wanted: Steel glove box door for a TR4. Dennis DeLap. yellow-green@sbcglobal.net [3/09]

•For Sale: 65 TR4 2138cc engine block \$30, 65 TR4 solid rear axle \$30, Brian 815-478-5429; bslick@CBI.com [4/09]

Sneak Preview **SNIC BRAAAPP**
Coming in your May newsletter

- Con "TR" ibutions from Across the Pond
 - Mike Blonder's Road TRip on Rte 66
 - TTA Stage Engine Intallation
 - Jack Billmack on "Caravanning Protocol"
- Lots of other stuff
on Better Newsstands April 27th

Happy Birthday

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

Bill Ruetsche 4/03	Ed Elzy 4/23
Karl Vacek 4/06	Lars Sullivan 4/25
Diane Willow 4/08	Chris Smit 4/26
Chuck Montague 4/08	Tim Buja 4/27
Tim Mantel 4/08	Ed Krakowiak 4/28
Mark Fisher 4/11	Jerry Hurst 4/29
Kevin Boylan 4/20	Dave Shedor 4/30
Irv Korey 4/22	



NEW MEMBERS

[memberships - 138; members - 199]

Dave Lazarus, 480 W Wilshire Dr, Hoffman Estates
847 934-3496 - EMail: lazgolfdl@netscape.net
74 TR6

Michael Chronos, 16810 Creekside Ave, Tinley Park
708 532-9321 - EMail: michael.chronos@att.net
74 TR6

Herb and Ruth Crenshaw, 5542 Kutzke Pkwy, South Beloit
815 389-6524 - EMail: herb.crenshaw@hotmail.com
79 Spitfire 1500

Bob and Bev Toms, 3304 Rollingridge Rd, Naperville
630 922-6470 - EMail: tomsr@utlx.com
59 TR3A





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ONLINE ROSTER ACCESS INFO

SNIC

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

BRAAAPP

THE REAR VIEW MIRROR



APRIL 2009

RUST IN PEACE - ORIGINAL ARTWORK BY JAN KAYSON