



SNIC BRAAAPP

JUNE 2009

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"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

THE GATHERING

TEXT BY BOB "SUDS" STREEPY GRAPHICS BY THE AUTHOR OR AS CREDITED



WHILE SOME MIDWEST-
erners might opt for a
spring trip to a Carib-
bean beach to escape the winter
doldrums, true heartland Triumph
aficionados more likely yearn for
a road trip to the mountain roads
of Tennessee and North Carolina
during the Vernal Equinox. So it

should come as no surprise to any readers of this fishwrap that when Jay "Cannonball" Holekamp and I heard of a car show sponsored by the Triumph Club of the Carolinas scheduled for late April, our reaction was immediate: "When do we leave?" When you factor in that we found out about this event in the dead of winter, our reaction should come as no surprise.

In short order, we enlisted Steve Yott, Murray Bruskin, and Pat Lobdell to join us, and before you could say "Tail of the

Dragon," Jay had prepared a detailed itinerary that would take us through some of the most scenic and exhilarating roads in North America. Regular readers of SNIC BRAAAPP may recall previous excursions to this region recounted on these pages and the fact that we tend toward some minor hyperbole in extolling the

continued on page 9

INSIDE YOUR JUNE SNIC BRAAAPP

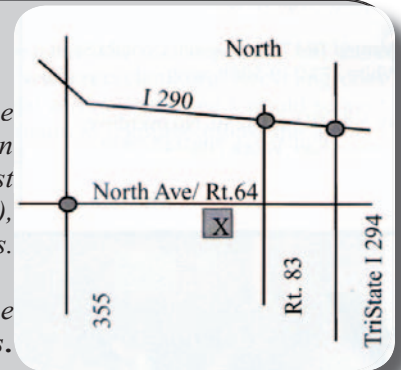
- *Kanzler & Stripper have "Rear Ender"*
- *Con "TR" ibutions from across the Pond*
- *S TTA G Update*
- *Carb & Tune-Up Clinic Report*
- Lots More Stuff*



ILLINOIS SPORTS OWNERS ASSOCIATION

The ILLINOIS SPORTS OWNERS ASSOCIATION is an owners and enthusiasts club dedicated to the enjoyment and preservation of TRIUMPH cars. Monthly meetings are held at Mack's Golden Pheasant on North Ave and Rt. 83 in Elmhurst (X marks the spot on the map), on the first Sunday of every month (unless otherwise announced). Meeting time is 7:00 PM (roughly), but come early, 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
June	6th	Sat.		Mid Iowa Classic Car Show, West Glenn Town Center in West Des Moines, Iowa http://www.midiowacarcClassic.com/about.php [Triumph is featured marque]
	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	13th	Sat.	8:00 AM	Standard-Triumph Breakfast Run - Ph. Doug Larson 815/725-8608
	19th-21st			ISOA Campout at VSCDA Blackhawk Classic, Blackhawk Farms
	17th-20th			TRA National Convention - Charles Town, West Virginia
	20th	Sat.		St. Andrew Society Car Show, June 20-21, 2008 at the Oak Brook Polo Grounds
	21st	Sun.		British Car Field Day - Sussex, WI - Email Jstockinger4@wi.rr.com
	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]
	9th-12th			IOLA Car Show & Swap Meet
	12th	Sun.	2:00 PM	ISOA Outing to see Kane County Cougar Baseball Game
	26th	Sun.		ISOA North Shore Famous House Tour & Ravinia Outing
Aug.	2nd	Sun.		TTA Charity Drive visit from John Macartney, <i>featuring the Spinal Tappets</i>
	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	7th-8th			The Roadster Factory Summer Party - Armagh, PA
	9th	Sun.		Heartland British Car Show, Quad Cities
	15th-23rd			ISOA Summer TRip to the Tail of the Dragon
	22nd	Sat.		Euro Auto Fest - Oak Brook
	23rd	Sun.		Orphan Car Show - Kendall County Fairgrounds
28th	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
	20th	Sun.	9-3	Cantigny Car Show
	24th-26th			Six Pack TRials - Long Beach Island, NJ
	30th-10/04			VTR National Convention - San Luis Obispo, CA

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



A LITTLE BS FROM BS



NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE

As I recently observed the driver of a late model Lexus pinwheel his way into the backslope of Interstate 64, narrowly missing several cars [one of which was my TR6] it got me to thinking, as such events frequently do.

In all of my years leading, following, or driving in ISOA caravans, I have never witnessed an incident that necessitated a change of underpants that was a direct consequence of a dubious driving maneuver by an ISOA driver. [This does not include unexpected and inexplicable mechanical failures.] I suspect that this is due in large part to Jack "Spuds" Billimack's "Guide to Successful Caravanning" which has appeared regularly on the pages of this snoozeletter at the beginning of each spring driving season for more than a decade.

While Jack's words of wisdom may seem to be plain, old-fashioned common sense, with a hint of ordinary civility, to most of us, his advice is routinely disregarded by some members of the general motoring public. Regrettably, even though SNIC BRAAAPP has an international following, there appear to be some drivers out on the highways and byways

who have not come to accept Jack's caravanning gospel, or who think that these rules only apply to ISOA members. Therefore, for the benefit of those uninformed non-ISOA drivers, I would like to take this occasion to share with all of my gentle readers worldwide "Suds's Seven Corollaries to Spuds's Guide to Happy Caravanning." It is our sincere hope that by adhering to these fundamental tenets of driving good will, we will all be able to peacefully coexist on our nation's roadways.

Edict I – Upon observing a single file line of archaic British roadsters motoring at the speed limit [generally accepted as 8 mph above the posted figure] in the right lane, it is not good form to pass the entire caravan, swerve over into the middle of said procession, and turn right at the exit you knew you were going to use when you got on the expressway.

Edict II – Passing the entire caravan and honking, waving, and gesturing wildly for the group to pull over in order to inform the driver of a TR6 that his rear suspension has negative camber is most likely uncalled for.

Edict III – When stopped for fuel, asking, "What model MG is that?" is not a particularly good conversation icebreaker and will most certainly not endear you to the operator of that Triumph.

Edict IV – Upon seeing a caravan of Triumphs preparing to exit a restaurant or gas station parking lot, do not motion one driver into traffic and then proceed, or worse yet drive into the next car in line. This is especially bad form when you are driving a semi-truck.

Edict V – When driving in clear weather on a twisty, two-lane blacktop, e.g.-the Blue Ridge Parkway, at 12 MPH, you notice several Triumphs behind you following at close proximity flashing their lights. It is considered proper etiquette to pull off at the next scenic overlook to allow them to pass by. Giving them the finger for wishing to drive the speed limit is not considered good form

Edict VI – While driving your 10 ton dump truck through a mountainous two lane road at 70 MPH, following a few centimeters from the bumperette of a TR3, whose driver is not quite as familiar with road as you are, is probably not the best way to display the hospitality for which your region is allegedly noted.

Edict VII – While driving in a storm of biblical proportions, you encounter a long procession of vehicles in the left lane passing a slow moving vehicle. It is tacky to pass the entire convoy on the right and then cut off the driver abreast of the slow mover even if you do use your turn signal. [Incidentally, if you spin out after this little maneuver, don't expect any of the drivers to pull over and offer you any roadside assistance. As far as they are concerned, you got what you deserved.]

We hope that our myriad of non-ISOA readers will incorporate these little maxims into their daily driving routine, and that they will share them with other motorists. As James Dean said while filming a safe driving promotion in 1958, "The life you save may be mine."

Suds

Below is a brief synopsis of the most recent progress on the restoration of "Uncle Jack," the TTA Charity Stag. The text is by Tim Buja and Joe Pawlak, who also provided the images. For up to the minute reports and a video of the car's first start and test drive, click on <http://triumphtransamerica.org.uk/>

May 3rd

May 9th "It's Alive!"



April 14, 2009 -

- Chuck Montague and Rick Paulsen got the softtop frame put back together. All it awaits is the new canvas to be applied.
- Carpeting has been fitted. The boot carpet is done!



April 24th



- The left side of the dash was installed and wiring hooked up. We will need to install the new

voltmeter as the original one was for a MkI and we have a MkII car.

- The engine bay is about complete. We need to install some new captive nuts to hold the radiator in but hopefully that will be sourced soon. Once that's done we'll be good to add coolant.
- Wheels are done and they look incredible! Thanks to Rick Paulsen and master polisher Al Christopher. Al has done literally ALL the brightwork on the car and did a great job to bring out a shine in things.
- The exhaust system is in and looks very cool! The tail pipes do not have any baffles in them so it should sound wicked!
- The radiator and all of the coolant hoses are now installed, and all of the glass is in place.
- The new Cooper tires are now mounted on the refinished wheels and were installed today.
- The interior crew has installed the carpeting and rear seat and have refinished the hood lid panel with new vinyl.

- We installed all of the exterior lights today and got a lot of the electrical testing completed.
- The interior crew finished the carpeting and front seats.
- We found a defective fuel pressure regulator that leaked fuel and that the starter had been rebuilt with an extra large diameter pinion gear that would not engage the ring gear.
- By 7:30 pm, we were ready to start the Stag for the first time. Once the engine was running, we found that while the mixture was a bit lean, the timing was "spot-on." We also found an exhaust leak at one of the mufflers and an oil leak from the right camshaft cover.

May 18th - On the road Again!

- When we tore the car down last year, we knew we'd have a number of electrical problems to attend to at the end of the restoration project since the previous owners had left the wiring harness in a mess. After a few hours of electrical troubleshooting today, we were able to get the Stag on the road for its first day of road testing.
- Oil pressure and temperature looked good, although we found a few rattles and vibrations that will need our attention. The punch list of uncompleted items is getting shorter and shorter.



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. If vomiting continues for more than four hours, discontinue reading SNIC BRAAAPP and consult your health care provider. Questions, Comments, and Great Thoughts may be directed to:

Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 email: trstreep@sbcglobal.net

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CON "TR" IBUTIONS
FROM ACROSS THE POND



MORE BITS AND PIECES
BY TONY BEADLE

In the absence of any further 'suggestions' (or, to put it another way, 'instructions') from President Streepy, I thought I would put together another collection of various automotive oddments that have come to my attention over the past few months. In no particular order, therefore:

IT PAYS TO ADVERTISE
– SOMETIMES!

To most post-war Triumph car enthusiasts, the name Ariel will probably mean very little. Those with an interest in the early history of the marque may possibly recall that it was the Ariel motorcycle company of Jack Sangster that bought Triumph's motorbike business in January 1936. However, I'm willing to wager that few people are aware of the fact that Ariel also built motor cars under various company names up until 1925. This story relates to one of the early examples of an Ariel car and it first appeared in the 10th November 1904 issue of the Automobile Club Journal. I should mention that all the spellings are as originally published.

The advertisement was as follows: FOR SALE, a 16-22 H.P. ARIEL, with Lonsdale top, only been out four or five times, better than new; reason for selling, family too nervous,

want a smaller car. Apply, etc, etc. This was a response to the above, dated 10th September 1904: 'Dear Sur, I ses your tisement in the paper I do, so I ses to myself and my Missus I ses, hit his a great pity the pore genelman should lose is moter cos he cant drive hit, and is Family as histericks and things and are nervous like. My Missus ses – What the pore Bloke wants his a Chawfeer. Now

sur I ham a Chawfeer leastways I ave drove a Traction Hengine for ten yeares, and never ad an haccident but onct when my hengine went hover a pleecemans foot and it were is forlt, he ad big feat. So I am sur sir hif you give me job you will be ighly deelited, and so will hall your famly their will be no more truble with them yellin all to gether hat the top of theire voices and you a swearin as things is horl rite & to keap still. Nother thing you ort to no – I am very heconhonical with Coal. I will save you arf your Coal bill hif you takes me – nor do I ax for a stoaker, hi will do hall that for five bob a weak hextry. Does yore Hengine consume its hown smoak. I only ope this will get to you before you sell your Half Price Ariet. I will cum for 2 quid a weak and Beare and I will teach you to drive the darned thing in 3 yeres, leastwise hif you ave any sence. Yore Hengine is like a women you must umour hit. Please send money for the journey to yors trooly, Bill Slack, Nottingham.

'My Missus ses tri Muther Seagulls Soathing SIRRUP with a little hopium on the Family – she gives it the kids when they are teathing. I will not charge extry for this prescriptshun.'

Was the letter a joke, or was it genuine? We will never know for sure, but as the Ariel Motor Company (later Ariel Motors) didn't produce any steam-powered machines – they began making petrol-engined vehicles in 1898 – it seems

that the marvellously erudite Mr Slack was hardly qualified as a 'Chawfeer'. THE AGE OF GALLANTRY?

The following item appeared in the October 1963 issue of Road & Track magazine: 'It took a bit of doing, but Miss Sumi Vella of Los Angeles has proved that gallantry isn't dead, it's just hard to find. The California Department of Motor Vehicles suspended Miss Vella's licence for giving "fraudulent information" by listing her age as 25 instead of 33.

'Miss Vella retorted, in a court hearing, that it wasn't fraud but simple vanity. The California DMV, faced with the type of feminine logic that has defeated many a male, backed down.'

MORE FEMALE LOGIC

A woman who had dented a fender of a parked car while trying to park her automobile filled out an accident report for the Hoosier Motor Club (Road & Track, July 1967). One of the questions included on the form was: "What could the operator of the other vehicle done to avoid the accident?"

Her answer: "He could have parked his car somewhere else." Now why on earth didn't he think of that?!

MALE REASONING

In the interests of fairness (and to prevent me getting a shoal of hate mail from the ISOA lady reader) I should point out that male drivers have also been known to make the occasional insignificant error. Take this piece of evidence from the May 1967 issue of Road & Track as an example:

An 82-year-old man in Lowell, Massachusetts, learned something new about driving after becoming involved in a minor traffic mishap. When a patrolman asked to see his license, the man asked "What license?" Then he added "I've been driving for 40 years. I've never had any trouble, never been



stopped before." Sounds perfectly OK to me, what do you think guys?
KEEPING AT A SAFE DISTANCE

'In a case heard at the Shoreditch County Court (in London) last week, His Honour Judge Bray decided that in view of the perfect control that drivers had over their vehicles, 6 feet was not too near for one motor car to follow another when proceeding in traffic at a speed of 6 miles an hour.' From The Auto-motor Journal, November 27th 1909.

RADAR TRAP RAP

Sir Robert Watson-Watt, the inventor of radar, was caught in a New York radar speed trap recently (stated a 1963 Motoring News report) and fined \$10. Feeling rather put out about this, he composed the following poem:
"Pity Sir Robert Watson-Watt,
Strange target of this radar plot.
And thus with others I could mention,
The victim of his own invention."

TWO WHEELS ON HIS WAGON

Included in the 'Quotes' section of The Motor magazine, week ending 28th March 1964, was this gem by famous racing driver Graham Hill: "Having lost two wheels, I didn't think it was worth while carrying on" – his rather laconic assessment after crashing the new BRM in the rain at the Snetterton circuit.

OH REALLY?

From the 'News Digest' of The Motor, 23rd July 1966, come the following two items:
'Dr. Ferry Porsche has declared that US cars are inadequately braked and steered, and that they should be banned from European roads.' I wonder if this attitude was in retaliation to Ralph Nader's book 'Unsafe At Any Speed' which suggested prohibiting the rear-engined Chevy Corvair (similar in layout to Volkswagen and Porsche models) because of the design's perceived inherent instability?

On the other hand, the logic of this argument is hard to disagree with: 'The French Government has abolished the price freeze on cars, imposed to help prevent inflation; French car prices should thus rise soon.' Wow, I bet that took a lot of working out!

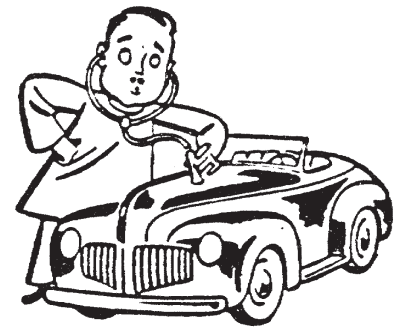
PLANNING PERMISSION

It never ceases to amaze me how long we British can discuss a new building or road project, with objectors who have the most bizarre reasons given the opportunity to air their views at considerable length and delay the work – sometimes for many years. This is nothing new, as this 1966 quote from Picture Press (the in-house publication of the Pressed Steel Company, back then a major supplier of body panels to the motor industry) reveals:
"The route to be followed by the M4 (a motorway – sorry, freeway – that runs westwards from London to South Wales) has already been debated for longer than it would have taken for the Romans to suppress a nation."

AND FINALLY...

Originally published in the Evening Standard (a daily London newspaper), I found this last piece in the February 1965 issue of Sporting Motorist magazine:
A vintage car enthusiast, who had been trying unsuccessfully for some time to buy the bodywork of a rare antique automobile which was stored in the stables of an elderly lady, made a pact with her butler to acquire it after her death.
However, the old lady survived much longer than either of them expected, and the enthusiast forgot about the scheme. Then, years later, he was startled to receive a telegram which contained the message: "MY MISTRESS IS DEAD, YOU MAY PURCHASE THE BODY."

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ISOA TECHNICAL EXSPURTS

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



A STRIPPER HIT MY CAR, LESSONS IN AN ETHICAL DILEMMA

BY DAVE "RUMPUS" KANZLER

It is important that you know the following facts about me before our story begins: I went to 12 years of Catholic school, and I am a guy. And the following facts about my car: when I had my 1974 TR6 restored two years ago, I removed the ugly rubber bumper guards that were put into place to minimize damage in low-speed collisions but in my opinion, ruined the looks of the car.

During the second week of April, I took my TR6 to Town and Country Auto in Oak Park for its bi-annual "check and tune up everything." (T&C used to be a British Leyland dealer and Stan, the owner, has been working on Triumphs for over 40 years.) On the return trip home, I was rear-ended by woman who was dialing her cell phone instead of watching the road. The bumper was bent into the rear valence panel. She was driving her grandmother's 2001 Ford Taurus and does not have insurance of her own, but her grandmother is covered by Allstate. She told me that she didn't want to file on her grandmother's insurance, and that she would pay cash. I told her that this wasn't going to be cheap, and she said, "Don't worry, I make good money. I can make \$500 a day, cash" I blurted out, "Wow, what do you do for a living, Maybe I should give it a try?" She laughed and said, "I don't think so, I dance at a bar."

While waiting for the police to show up for the accident report, I started to feel guilty about removing those rubber bumpers. I looked at my car, then her car and did some mental measurements. I knew in my heart that had I not removed

those bumpers, this more than likely would have been a "walk away." I felt what I assumed was "Catholic Guilt." Maybe I should bear some of the financial responsibility for this? Isn't that what the nuns had taught me? In the coming days I talked to my lawyer who said I was "crazy." My brother and male friends were sympathetic. I wrote to the "Ethicist" column in the New York Times Magazine, but never got a response. I took a long walk with the song "Dust in the Wind" by Kansas playing on my IPOD.... I was in a quandary.

Finally, I told my story and poured out my heart to two women who work for me, and they said, "You are so full of s—t. The ONLY reason you are even thinking about this is because she is a stripper. If she had been a suburban mom in a Range Rover, you would be filing this with insurance and claiming lost wages, whiplash, and emotional pain. Men are so transparent....and pathetic. You all want to be Richard Gere's character in the movie *Pretty Woman*. I sputtered, stuttered, and fumbled for a response, but I think that they were on to me. The nuns had nothing to do with it, I just felt some male evolutionary need to be kindhearted to a woman who takes her clothes off for a living, and while I am not ashamed of that, I'm also not stupid. So in the end, I didn't discount the bill, but I am accepting an installment payment plan in lieu of full payment now. After all, I am a guy.

TECHNICAL ADDENDUM

In addition to my journey of self-discovery, I also took away a few technical lessons. First of all, you can't buy a bumper for a 1974 TR6 anywhere save taking a chance on Ebay. It is the one year that isn't made anymore. Any other year, fine, but not 1974. In lieu of that, you can put a 1973 bumper on it, but it lacks the notches for the rubber bumper guards, which is fine. As for technical help, Victoria British was the most helpful and confirmed that the '73 center bar would fit (and that is where I bought the bumper). Moss Motors provided no help whatsoever. The Roadster Factory was a little better with a "we don't see any notes in the computer on it, but I know people have bought them ('73) and not returned them, so they must be ok."

Finally, don't f—k with the rear valence. The rear valence was slightly dented, and my first impulse was to replace it. However there are apparently eight body panels that are welded into the rear valence, and Jeff Sloan at British Auto Specialists in Dallas, TX, (who restored my car) told me not to let anyone attempt to cutout the rear valence and then try and weld in a new panel. I would be opening up a Pandora's box and buying a "heap of trouble."



The picture above is of Rumpus with her new "fanny tuck" compliments of Bob Carter's Auto Body in Downers Grove. Nice guy, and did a great job on the repair. On the floor, is the damaged bumper.

continued from page 1

“giggle factor” of the infamous stretch of Highway 129 that features 318 curves in the most exciting eleven miles anywhere. The area has become a Mecca for driving enthusiasts worldwide, particularly among the two-wheeled set, although going through there in or on just about anything will provide quite an adrenalin rush. Steve had driven the Dragon with us on our previous junkets, but Pat and Murray would be making their maiden voyages to the area.

We scheduled our departure for Tuesday, April 14th, and our route was set to take us by way of Murray, Kentucky, to visit good friend Jeff Slaton, a TR enthusiast well-known to many ISOAers. From there, we would travel across Kentucky and Tennessee to North Carolina along secondary roads before stopping in Robbinsville, North Carolina, for two nights while we hit the “Tail” and some other scenic, twisty roads in the vicinity. Then we would head up the Blue Ridge Parkway for Dobbins, North Carolina, to attend “The Gathering.” It had all the makings of a fantastic trip, and as it turned out, it was.

Things did not get off to a good start, however. Steve notified us that his freshly rebuilt engine didn’t sound quite right to him, and he was going to err on the side of caution and inspect the bearings to track down an ominous bottom end noise. Losing Steve for the trip was a bummer for him as well as for us, not only because he had been there before and knew what he was about to miss out on, but for the rest of us [make that me] who view having Steve along as the best Triumph roadside assistance known to man.

Nevertheless, Murray [TR3A], Jay [TR4], and I [TR6] left Jay’s home in Wheaton before dawn on Tuesday, April 14th, to reconnoiter with Pat at the Petro gas station and restaurant in Monee. We headed down the deserted expressway in 30 degree temperatures, anxious to get as far south as we could as soon as we could. Pat [TR4] was waiting for us at the restaurant when we got there. Murray

then announced that he had detected an discomforting sound emanating from the front of his car. Pat and Jay determined the cacophony as a faulty alternator, and after an obscenely hearty breakfast, we headed to the nearby Lincoln Plaza Auto Parts store in Monee. Pat and Jay removed the alternator, while Murray



bought a rebuilt unit that we installed in the chilly parking lot. We spent an hour or so, but everything seemed fine when we pulled out. However, Murray called Jay on his cell and said that the offending sound was back, and he was going to head back to Gurnee. [It was later determined that his fan belt did not fit the pulley correctly, and this was causing the noise.]

Murray’s departure left us with just three of the original five cars, and we had only gone 75 miles. To be sure, it was not a very auspicious beginning. We headed down I-57 under very cool, overcast conditions and covered 443.9 miles before pulling into the home of Jeff and Libby Slaton in Murray, Kentucky, without any further incident.



Jeff has a great shop next to his home. It is approximately 60 x 30 and he has a couple of threes and a six along with a bug eye and an MGB undergoing restoration. He also has some interesting equipment, including a vintage milling machine, a lathe, and he even has an office in the building. We spent a couple

of hours as he took us through the shop pointing out cars and parts on which he was working. While we waited for his wife to get home from work, we checked into our motel and waited for them before heading out to dinner. They had made reservations at a restaurant on the campus of Murray State University that was once a private residence and featured a very interesting menu. We thoroughly enjoyed the food as well their company.

They dropped us off back at the motel after dinner, and we shot the breeze for a while before turning in for the night. The next morning, Wednesday, we were on the road early. Jay had mapped a route through Kentucky and Tennessee along secondary roads. The weather was still cool for the season, but the twisty roads



kept us from focusing too much on the temperatures. As usual, Jay, whose career had once given the opportunity to travel extensively in the region, selected some great driving two-lane blacktops, and we encountered several stretches that gave the steering, suspension, and brakes of our Triumphs a real workout. As we were passing through one Tennessee hamlet, we got separated at a light. Pat was in the rear at the time and “accelerated briskly” to catch up with Jay and me. Unfortunately, a local constable took a dim view of his attempts to catch us and sighted him for 60 in a 45. The ticket was certainly a buzz kill for the next few hours, but eventually, we encountered



some more twisty roads that took our mind off his misfortune.

We stopped for gas in Dayton, Tennessee, and took a short tour



of the local courthouse where the famous Scopes Monkey Trial of 1926 took place. There was a small museum in the basement of the courthouse, and the courtroom is still in daily use with very little change from the days of Clarence Darrow and William Jennings Bryant. When we left, as further evidence that we were in a different culture, we saw some prisoners in black and white horizontal striped uniforms who looked like they were straight out of the 1932 version of *I was a Fugitive from a Chain Gang*.



By late afternoon, we had traveled across Tennessee from west to east, and we entered the Cherohala Skyway. This forty mile stretch of two lane black-top stretches from Tellico Plains, Tennessee, to Robbinsville, North Carolina, and crosses the Cherokee and Nantahala National Forests. It took 30 years to build the road, and it offers spectacular views of the valley below. There are numer-



ous scenic overlooks, but unfortunately, it was too foggy to enjoy them. About ¾ of the way through, as if on cue, the clouds lifted, the sun came out, and we were able to enjoy not only some great scenery but also some “spirited” driving before arriving at our destination in Robbinsville. We had only gone 220 miles, but we were ready for a rest.

Our motel, a quaint 1940s property operated by the daughter of the original owner, was a nice change of pace from the generic places we often must settle for. We were joined there by Jay’s cousin, Bob Tanner, who had driven his Miata up from Georgia to ride with us through the Tail and on to the car show. The motel was a popular lodging spot for bikers, who had come to the region to test their motorcycles on “The Dragon.” After dinner, we were entertained by some of them as we sat around an open fire in the courtyard and washed down some the day’s trail dust.

Thursday was the day we had all been anticipating; this was the day we had designated for driving the Tail of the Dragon. It did not get off to an especially good start, however. Jay had removed a piece of wire from his right rear tire the night before, and that morning the tire was flat. Fortunately, we were able to have it repaired in short order [\$3.00!], and we were soon on our way. The weather was perfect – clear and not too cool for a change. Down came the tops!



This would be my fourth trip along the stretch of highway 129 that has acquired a cult following and spawned an entire cottage industry among driving enthusiasts, but it was the first for Bob and Pat. We stopped briefly at Deal’s Gap to talk with other drivers about the presence of law enforcement and to browse for any regalia sporting the logo of the road before heading out.

We also took note of the famous “Totem Pole” upon which the remnants of bikes



that didn’t make it though in one piece were displayed.

It’s hard to imagine how exhilarating driving 11 miles at only about a 35 mph average can be, but it was. Afterwards, Pat remarked how in the 21 years he had owned his TR4, it was the most fun he had ever had in it. [SNIC BRAAAPP readers, who recall our previous scribbles on this road from 2006, will note that this is almost the exact quote that Jay made upon completion of his first time through.]



From the western terminus, we headed over to the Foothills Parkway and up to Townsend, Tennessee, the sight of last year’s Six Pack TRials where we had lunch. Next, we traveled into the Smoky Mountain National Forest. Unfortunately, unlike the Dragon, which we had pretty much to ourselves, such was not the case in the park. The traffic was intense and slow, and we soon opted to exit the park



in favor of some less traveled two lane blacktops.

We drove into the Cherokee Indian Reservation, which offered lots



of tacky, run down moccasin shops and pancake houses, but little else. Then we headed onto Hwy 28 for more mountain road driving before winding up back in Robbinsville. We actually covered more than 300 miles that day, and most of them provided as much fun as you can have in a Triumph. It was definitely one of the greatest days I have ever spent behind the wheel of any car, any time, any place.

Friday morning we left Robbinsville for the other part of the journey that I was most looking forward to – a lengthy drive on the Blue Ridge Parkway. Again, the weather was great. The previous day’s experience in the national forest had given us a fear that the Parkway would be crowded, and



we agreed that if the traffic was poking along, we would abandon the parkway and take our chances along secondary roads for the trip to Dobson. Fortunately, our fears of excessive congestion were unfounded. We traveled 75 miles along the best section of the parkway before seeing another car, and he pulled over to let us pass. If the Dragon were a band, it would probably be Molly Hatchet, while the Parkway would be the Eagles - both great in their own special way.

We did have to get off for a few miles because of some detours, but that was only a minor inconvenience in comparison to the excitement of the drive and the spectacular views along the way. We covered more than 200 miles on the Parkway before we exited to make our way to Dobbins for the Gathering.

We pulled into the host hotel parking lot in late afternoon and



checked in. The organizers were very cordial, and the property was a far cry from the rustic motel we had stayed at the previous couple of nights. Shortly after we arrived, we ran into old friend and former Chicagoland resident, Bill Marscin. Bill is the original owner of a 1974 TR6 and still maintains his ISOA



membership. In fact, he was wearing his ISOA name badge along with his Triumph Club of the Carolinas nametag.. We cleaned up our cars, which had acquired a little more “patina” than we might have liked after more than 1000 miles.

That evening the organizers held an auction, and we sat in, although none of us bid on any of the items up for bid.

In true ISOA tradition, we did avail ourselves of the complimentary pizza they provided.

The weather Saturday morning was beautiful, and we drove over to the car show around nine. The show was held on the grounds of a winery, and the venue was quite scenic, although very rolling. More than 250 British cars registered, including six Italias, certainly the largest concentration of these unusual cars ever gathered in one spot. There was also a collection of Triumph Tens including a



sedan, a wagon [estate to our UK reader], and a pickup. There was also a Morris Minor panel van, which would certainly make for a great roady truck for the Spinal

Tappets. Since the event was multi-marque, there were plenty of MGs, Healy’s and Jags, and a very nice assortment of Morgans present. The Triumphs outnumbered the other cars by a wide margin, and



the assortment of TR series cars was impressive. There was a Ford V8 powered Stag, a whole squadron of Spitfires, not to mention the aforementioned Italias, which ranged from concours to “ambitious project.” Many of the show goers seemed intrigued by Pat’s fuel injection system as demonstrated by the people’s choice award he received. By mid afternoon, the temperatures had climbed into the low 80s, and we were beginning to get sunburned, so we headed back to the hotel for a little R&R.

The host club provided an ample barbeque dinner for the registrants, and we all took full advantage of the cuisine. After dinner, we visited for a while but turned in early in order to hit the road the following day by daybreak.

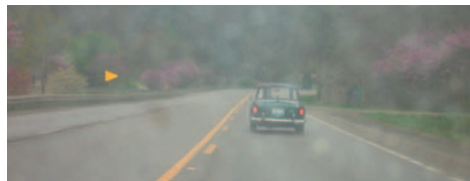
We left at first light on Sunday. Jay had planned a route along secondary roads that he expected would take us all day. The nice weather was gone by the time we left, and the forecast called for rain throughout the entire southeast, so we anticipated a long day behind the wheel. We headed northwest through North Carolina and Virginia. Just east of Damascus, Virginia, we hit a stretch of road that rivaled the Dragon in terms of its excitement. The sign at the beginning of Hwy 58 should have tipped us off: no trucks allowed beyond this point. This stretch of road actually extended farther than the Dragon and was every bit as electrifying. We loved it. The pavement was excellent, there was no traffic, and the rain held off until we reached the western end. Just as we left the two-lane section, it began to rain, and the precipitation lasted all day with only one brief interruption.



We stopped for coffee in Hazard, Kentucky, a community in which Jay had supervised the construction of a MacDonald’s in the 70s. The area had changed considerably, according to Jay,

and many of the twisty roads had been replaced by straighter, divided highways, which, in light of the weather, turned out to be to our advantage. We had lunch, and while we waited for an open table, Pat adjusted his front wheel bearings.

We eventually merged onto our first interstate since leaving I-57 back in Illinois and found ourselves in the midst of heavy traffic, coupled with a biblical downpour, not a good combination. We tried our best to stay in a tight formation, but there were times when it was just not possible. Visibility was practically zero as we all merged into the left lane to



pass a dimly lit U-Haul enclosed trailer that was going about 50 MPH. There was a long string of cars in the left lane going around the U-Haul when a silver Lexus, obviously driven by someone quite impatient, passed everyone on the right and then swerved into the left lane, cutting off the cars that had been waiting to get around the trailer. Jay, who was in the lead and several cars ahead of me, had already passed the trailer and had pulled into the right lane to wait for Pat and me. The other cars stayed in the left to get around Jay. The Lexus passed the trailer and then gunned it as he swerved into the right lane to pass on the right, as he had done before the trailer. Then he saw Jay. He hit his brakes and began to skid to his left and overcorrected. He began to spin in the right lane. By my count, he managed three full revolutions, miraculously not hitting any of the other cars or the trailer. I lifted off the gas and just hoped he didn’t set off a chain reaction collision with the rest of the pack. After pin wheeling around, he slammed into the back slope on the right as we all went by. He was extremely lucky that he missed the abutment of the overpass we had just gone through. When last I saw him, he was facing east on the shoulder of the westbound lane.

After changing my skivvies

at the next rest stop, we continued on, amazed that we managed to get through the incident unscathed. We spent the evening, our last night on the road, in Madison, Indiana, along the banks of the Ohio River. The rain kept up all night, and we hit the sack early in order to get an early start for the last leg.

We stayed on two lane blacktops for an hour or so North of Madison before getting on I-65 south of Indianapolis. We managed to get through downtown Indy during a lull in the traffic and were soon in familiar territory whizzing north on I-65. In Lafayette, Jay and I headed onto Hwy 41 while Pat headed up the interstate to his home in Hobart. We got onto I-80 west before taking the 355 extension home. As we got into Illinois, the skies cleared, and the pace of the traffic picked up. As we passed the Stevenson, an SUV cut me off while the driver yakked away on her cell phone. When I honked, she flipped me the bird, and I knew I was home.

As we have frequently observed on TR road trips, it’s really more about the journey than the destination, and this trip was further evidence of the truth in that maxim. Lucille had provided me with more than 2000 miles of trouble free driving over a six-day period through some of the most scenic and exciting roads anywhere, while I was in the company of some great friends. To quote one of the Tennessee bikers we had sat around the campfire in Robbinsville with, “It jes’ don’t git no better’n this.”

Suds



To view additional, and very dramatic photos of the “Tail of the Dragon,” click on <http://www.killboy.com/> or google Tail of the Dragon



CARBURETOR CLINIC

TEXT: KIM "LOWER WACKER" JENSEN

GRAPHICS: JACK "SPUDS" BULLIMACK



day. The 6th carb had to go home with its owner for further cleaning and rebuilding, thus reminding all in attendance of the necessity for deep cleaning the particular parts before bringing them to the clinic!

Special thanks to Jerry Hurst & Frank Cartwright for their vast knowledge of all things carburetor! They were invaluable tech-spurts that day.

The clinic concluded in early afternoon as members were

called home to other responsibilities. I would encourage any member to host a club clinic. It provides a chance to network ideas, has fellowship & food, plus makes the responsible party clean the garage in preparation of the clinic event!



About a dozen ISOA members trekked to Joliet (yes we do have indoor plumbing!) for the annual carburetor clinic on Saturday, April 18. The "Triumph Gods" were kind granting a warm & sunny day.

Surprisingly the only carbs to be attended to were TR6 carbs, and five of them were rebuilt that

Lower Wacker

TUNE-UP CLINIC

TEXT & GRAPHICS BY BOB "SUDS" STREEPY



On Saturday, May 2nd, a consortium of Coventry Irregulars gathered in Itasca at the Casa Pyle for the annual ISOA Tune-Up Clinic. A couple dozen members attended this year's session, and several cars underwent analysis and adjustment under the attentive eye of tech guru, Tim "Tolman" Buja. Tim was assisted by Dave "Snake" Shedor and the omnipresent Bill "Whizmo" Pyle, whose vintage Sun machine, "Old Sparky" provided data as to the general health of several Triumphs. Snake also had brought the club smog

sniffer to monitor exhaust fumes for any unusual readings. Dave "Stumpy Joe" Kayson and Frank Cartwright also provided additional expertise. By noon, Bob Toms [TR3A], Mark Hattenhauer [TR6], Kurt Schneider [TR4], Karsten Kjells, [TR6], and Tom Morgan [Spitfire] all had their timing and carb settings fine-tuned. In most instances, the Triumphs ran better than ever, although a few additional corrections that could not be completed at the clinic were put on hold due to parts unavailability.

In addition to dialing in the cars, Billy also calibrated several CB radios to make sure that the units were in peak per-

formance mode for the upcoming driving season. Around noon the group broke



for lunch, courtesy of Jimmy Johns, before resuming the tuning. By three, things had pretty well wrapped up, and the participants adjourned to their various residences [all

under their own power!], which in most cases was provided much more smoothly than earlier in the day.



Suds



Please make your vacation plans now for:



EAST Meets WEST
Triumph & VTR National 2009
 San Luis Obispo, California

Wednesday, September 30, through Sunday, October 4, 2009

TRIUMPH REGISTER OF AMERICA
 NATIONAL MEET
 1974 35 YEARS 2009
 CHARLES TOWN WEST VIRGINIA



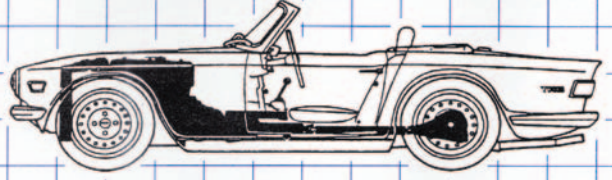
June 17-20th
 Charles Town, West Virginia



The Roadster Factory

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>

6-PACK™



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



With the VTR convention in California this year, some ISOA members are planning a more moderate driving adventure.

Heartland
 British Car Show
 Aug. 21st

Doug "Wires" Larson has come up with the ISOA 2009 Tail of the Dragon Summer Road Tour.

Leaving: Saturday August 15th
 Returning: Sunday August 23rd



The general destination will be eastern Tennessee, western North Carolina and western South Carolina.

Some of the initial ideas for the trip would include (but are not limited to)

Wisconsin British
 Car Field Day
 June 21st, Sussex, WI

- Tail of the Dragon
- Cherochala Skyway
- Blue Ridge Parkway

2009 **British Car Festival**
 September 13th
 Now at Oakton Community College!



www.britishcarunion.com



ISOA Picnic & PTSD fund-raiser
Sunday, August 2nd
 Featuring Special Guest **John Macartney**
 With an appearance by the **Spinal Tappets**
Burlington Park



Club Campout at Blackhawk Farms
June 20th & 21st



ISOA Famous North Shore Home Tour & Ravinia Outing - July 26th



Chicagoland Corvair Enthusiasts
Orphan Auto Picnic
Sunday, August 23, 2009



OAK BROOK PROMENADE

Presents

Euro-Fest

A collection of Europe's finest Cars.
Saturday, August 22nd

Registration at 10am, awards at 3:30pm
Over 50 Awards & Dash Plaques
 plus Best in Show and Largest Club participation!
 Come one Come all
 Same day registration. No pre-registration needed,
 This is a full European Car show only.
 All are European Cars are cordially invited!
 Superb venue. Designated parking for all show participants,
 Fine dining and specialty shops on site.
 Registration fee \$20 at the show.



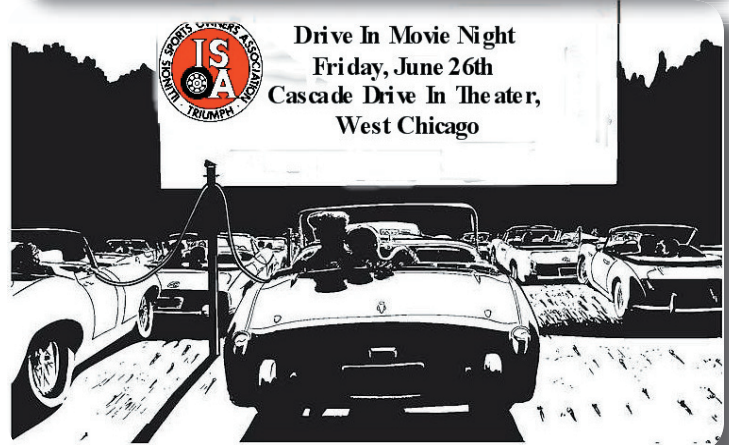
Same day registration, follow signs to show location. As a courtesy to others, please plan to arrive together if you wish to park together! For additional Show information contact Kerry (630)605-2122. For directions, see map or visit...
www.oakbrookpromenade.com



White TRash Nite
August 28th, Sycamore, IL



ISOA Club Outing to Kane County Cougars
 2:00 PM Sunday, July 12th
 34W002 Cherry Lane, Geneva, IL
 RSVP Jack Billimack



Drive In Movie Night
Friday, June 26th
 Cascade Drive In Theater,
 West Chicago



FYI

A COMPENDIUM OF TRIUMPHANT MISCELLANY FROM THE ISOA MAIL LIST - AND BEYOND!

Rob Packowski sent this in



I was out on a bike ride, and in Willowbrook (near Downers Grove) on Plainfield Rd. near Route 83 is a Stag sitting behind the bushes. It looks like the engine is out as is the grill and headlights. The body seems decent from about 20 feet. It has a decent looking yellow paint with a yellow hard top. No one was around so I couldn't ask anything about it. Not even sure if it's a member or not. Just an FYI if anyone's interested in pursuing.



Tom Morgan wrote:

FYI (rec'd from a friend in a California club) Sure beats spending \$210.00/tire for a set of Red Lines. Mine cost me \$70.00/tire!! I got a set of Continentals.

TR6 Make your own Redlines Using a 205/70R15 Michelin Symmetry "white line," which comes with a narrow white stripe on the sidewall(as the name suggests), painted the white line "red."

The Symmetry is an all-weather tire - I would have preferred a summer performance tire, but they are a vast improvement over the old ones, and I suspect give better

handling than the "X." I am yet to see if the paint washes off in the first rain storm though.

These are 205-70/15's and do not rub - even with the lowered springs.

Spotted at the Route 14 Used Auto Parts Emporium by our president and senior auto epehemera correspondent.



TR4A Vin # CT54657L. "Ambitious Project" or U-Pick what you need.

Tim Buja suggests we consider this for a future club event

Here's a concours designed with ISOA in mind.

Brought to you by the same miscreants behind the 24 Hours of LeMons and Billetproof, Concours d'LeMons lowers the tone for the Monterey Weekend. Tired of paying \$150 to see 150 identical Ferraris? Concours d'LeMons costs 20 bucks and has 20 Pacers and Pintos. Bored with the same old collector-car canon? Our Warsaw Pact Class should be shot from a cannon.

From mint-condition shag vans to Honey Bees, Bricklins, Skodas, and Edsels, Concours d'LeMons is all about stuff that you haven't seen every damn August! The fact that we actually know our cars suck is just gravy. Lots of free parking means no shuttles out to East Jabib. Optional "Small-Wiener Corral" so your Maybach won't have to sit near a Yugo. Easy back-road directions to bypass Laguna's grand Cluster-F.

Monterey County-Mandated Warning: No wine, cheese, straw boaters, silicone-augmented cougars, or watercolors of pre-war Grand Prix races are sold at this venue.

Wanna be part of the show? Take this simple test:

Do you take yourself painfully seriously?

Do you think only expensive cars can be interesting?

Are your shoes, sunglasses or jock-strap embossed with a marque logo?

If you answered "no" to all three questions, you're eligible to enter the Concours d'LeMons. Pick a class from the list below, or we'll make one up for you. You might get an award, and you might not. No whining allowed either way. If your rolling wreck is accepted for the show, we'll send you a confirmation slip, a map and a schedule. At the show you'll get entry for your car, yourself and one passenger, and a goodie bag full of sweatshop-made trinkets.

To apply online: Fill out the fields below, then click "Register Now" to finish your info and pay online. Don't forget to send pix of your hooptie by email to applications@concoursdlemons.com

[Ed Note: We will have more on this in a future issue of S/B]

Dave "Stumpy Joe" Kayson found this photo of a "modified" Spitfire on Craig's List. EMail him directly for particulars.



MONSTER CONVERTIBLE 4X4 CAR
OFF ROAD ONLY

Triumph Spitfire on a shortened Ford 4 wheel drive chasis.

- *Tilt Front End
- *351 Engine
- *C6 Automatic Transmission
- *NP 205 Transfer Case
- *Dana 44 Front Axle
- *Dana 60 Rear Axle
- *39.5 Super Swamper Tires

\$3500.00 obo - May take partial or full trade for 4 Wheeler - Dirtbike - Motorcycle - Enclosed Trailer - etc....

And finally, Dave Kanzler informs us: . . .

It is with a haevy heart that that I must announce that the ever popular Turtle Beach Nudist Resort Car Show has been cancelled this year.

However, the nude golf outing is still on.



MAY MEETING NOTES
[IN CASE YOU MISSED IT]



Sunday, May 3rd, saw roughly 60 of ISOA's finest gather for our monthly meeting at Mack's Golden Pheasant of Elmhurst. President Bob Streepy called the meeting to order at exactly

7:10 and introduced all of the board members in attendance. There were several new members present. First to introduce himself was Bob McCormick of Hinsdale with a '71 TR6 followed by Cap Crable from Marengo with a '79 Spitfire. Then, it was on to Ken Smith of Bristol, WI, and his '60 TR3 and last was Dale Martorana of Libertyville, owner of a '59 TR3.

Since the driving season is near, our own Jack Billimack reviewed the proper etiquette behind a successful caravan. He also brought to everyone's attention the items one needs to bring whilst motoring in an old Triumph. This was followed by a plea from Terry Underhill to help with the day of the event registration at the British Car Festival since she will regrettably not be there. If anyone can sit in for her, please contact Terry to inform her when you will be available.

Bob Streepy did a quick and humorous review of a very eventful House on the Rock Tour. Bob also explained the origins of the names of the newsletter and of the club for all of the new members and for those among us with failing memories. Glen Skrzypek took the floor to introduce a new venture named Rally Roads. This is a web-based tool for the planning and running of fun road rallies and scenic drives. More information may be gained from their web site at www.rallyroads.com. This was followed by some event summaries such as the carburetor clinic and the tune up clinic. In Joe Pawlak's absence, Tim Buja gave an update on the TTA Stag project. The Stag is once again looking like a car, and by the time this is printed, it should be back on the road!

Next, Bob recapped a trip to Dobson, North Carolina, for a British car show known as The Gathering. The trip he said was mostly a good time except for the return home in which a combination of foul weather and a poor driver nearly cost our travelers dearly. Look to these pages for a complete story on the excursion.

Jack Billimack once again took over the microphone to inform everyone of all of the upcoming action-packed adventures scheduled for this year. For a complete listing, check the calendar in this issue. If you know of any events that you think would be worthwhile, please contact Jack or the editor of this publication. Just before the break, Jim Aldridge favored the attendees with a song, which was written by that prolific songsmith, Bob Streepy.

The monthly raffle was held after the break and was won by Dennis Delap. He took home a treasure trove of items including a new siphon pump, mechanic's gloves and precision adjusting wrench i.e. a mallet, among other things.

The next item on the agenda was the nomination for the Peter M. Roberts award for the most Triumphant act of selflessness. The first nominee was Chuck Montague by Roman Hrynewycz for designing an electronic control unit for Roman to use in his business. Steve Yott nominated Pat Lobdell for helping to fund the Tennessee school board (he got a speeding ticket). Lastly Bob Streepy nominated Jim Aldridge for restoring Bob's vintage acoustic guitar. The hearty handshake, pat on the back and free drink went to Pat Lobdell.

The last item of business was the nomination and selection of this month's Boomer recipient. Steve Yott nominated Pat Lobdell for getting a speeding citation in the state of Tennessee. Once again, Bob Streepy nominated himself. This month it was for not checking to ensure that the newly replaced valve cover on his beloved TR3 was actually in contact with the cylinder head before attempting to refill the sump with oil. This oversight resulted in 5 quarts of fresh oil spreading over the floor of his garage instead of pooling in the oil pan. The result of the voting was very close, but Bob got the Boomer.

The meeting adjourned at roughly 9:10. These are very enjoyable meetings, and if you are able, you should attend. That is all until next month; we hope to see you at Mack's.



2009 ISOA

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Classified Ads: The Illinois Sports Owners Association newsletter will accept classified advertisements from members who wish to buy or sell Triumph cars, parts or miscellaneous related material. We will run ads, at no charge, for club members for ninety days. We also accept ads from non-ISOA private individuals who have cars, parts or related items that we deem of possible interest to our membership on a case-by-case basis. We do NOT accept advertising from commercial enterprises – even if those businesses are owned or operated by club members. If a Triumph related business hosts an event which we feel might be of interest to our membership, we will inform our readership of this occurrence, but this newsletter, its editors, and the board of directors do not endorse, recommend, or otherwise support, implicitly or explicitly, any commercial entity doing business in the Triumph-related domain. To place an add, please e-mail Bob Streepy at: trstreep@sbcglobal.net or call 630/372-7565. The editor reserves the right to adjust the length of an ad to accommodate the space available.

•For Sale: 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: 1977 Triumph Spitfire Carmine Red Body (Green bonnet from parts car), BlackTop: Interior: Mostly Black (switching out from tan original) .Runs, some body & front suspension issues. Asking \$2000. Naperville, IL – Call or email Victor [847-274-2900 /victor@getoutndoit.com] for additional info. Victor Michael [5/09 - *not an ISOA member*]

•For Sale: Tom Morgan’s pageant blue 79 SPIT with 44k (owned since 1980) on it is for sale for a limited time only. \$8500. Act now. [He might change his mind again] tomtr61976@sbcglobal.net [6/09].

Happy Birthday

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

Mary Kay Sheldon 06/02	Bob Erickson 06/13
Donna Skrzypek 06/04	Cori Costello 06/13
Eric Nielsen 06/05	Terri Anderson 06/16
Jill Vacek 06/06	Frank Cartwright 06/22
Janet Revis 06/07	Denny Cappelto 06/30
Doug Campbell 06/12	

NEW MEMBERS

memberships 158 - members 224

Dale Martorana
341 Burdick St, Libertyville, IL 60048-2615
847 367-0285 - EMail: Dale.Martonana@gmail.com
59 TR3

Bob McCormick
137 S Clay St. Hinsdale, IL 60521-4032
630 272-3893 - EMail: bobclay@comcast.net
71 TR6

Late Braking News!!
ISOA ‘Standard Triumph’ Tour

Doug “Wires” Larson has put together another of his patented Breakfast Runs. This one will take place Sat., June 5th and leave from R-Place restaurant located at I-80 and Rt. 47 at 8:00 AM. The tour will take us to Standard, IL and then to Triumph, IL [pop 89.] There will also be stops in Troy Grove and in Sandwich.

Further details will be discussed at the June meeting



COMING IN YOUR JULY
SNIC BRAAAPP

- TTA Stag Party
- Carlisle Import Car Swap Meet
Champaign
- Spotlight on TR4A
- Con “TR” ibutions From Across the Pond

Lots More Stuff
On sale at better newstands June29th



In Memoriam

Snic Braaapp is deeply saddened to report the passing of long time ISOA friend Mark Joslyn. Mark was president of the Central Illinois Triumph Club and a frequent member of the Coventry Irregular Parking Lot Patrol at countless VTR conventions. He will be remembered not only for his Sports Six but also his great sense of humor. Services have been held.



September 21, 1959

FUEL ECONOMY TEST—Plane v. Car...

LAND'S END—JOHN O' GROATS—LONDON

T.R.3 Wins

LORD ESSENDON co-driver of the T.R.3 said—
"the LAYCOCK OVERDRIVE provided us with a tail-wind..."

43 M.P.G.
FOR APPROX. 1600 MILES

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THE REAR VIEW MIRROR

JUNE 2009



*BOB STREEPY IN 1971 TR6, PAT LOBDELL 1963 TR4, AND JAY HOLEKAMP 1964 TR4 ON
"THE TAIL OF THE DRAGON" APRIL 2009 PHOTO BY KILBOY.COM*