



SNIC

BRAAAP

JANUARY 2010

Vol. I Issue No. 450

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-FOURTH YEAR -

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

HUB CLINIC

TEXT & GRAPHICS BY BOB "SUDS" STREEPY



A CROWD OF MORE THAN THIRTY COVENTRY IRREGULARS descended upon the tranquil Wisconsin hamlet of Silver Lake on Saturday, December 5th, to participate in the final official club tech session of 2009. The ISOA members in attendance convened at Steve Yott's Silver Lake Triumph Centre to take part in a workshop dedicated to the disassembly and rebuilding of Triumph

rear hubs, both IRS and straight axle variety. This particular clinic has always been a popular event on the club calendar, and this edition drew a record crowd to the immaculate workshop on Carla Court.



Steve, along with his daughter Megan and Macie, the Wonder Dog, welcomed the guests and provided donuts and coffee before beginning the clinic with a brief demonstration of how to assemble a TR4A-6 hub. Steve had all of the requisite parts and tools neatly laid

continued on page 9

INSIDE YOUR JANUARY SNIC BRAAAP

- Con "TR" ibutions from across the Pond
- Spotlight on the TR250
- 2009 Retrospective Collage

Lots More Stuff



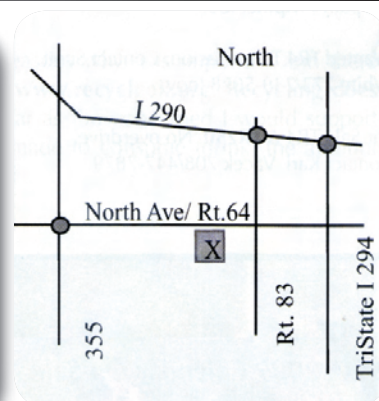


ILLINOIS SPORTS OWNERS ASSOCIATION

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 Avenue 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
Jan.	1st	Fri.	10:30 AM?	Outer Drive Hero's Rally - Northerly Island
	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	16th	Sat.	8:00 A M	Diff Clinic - Kaplon's 15845 115th Ct., Orland Park
	30th	Sat.	6:00 PM	Big Bash '10 - DesPlaines Elks Club
Feb.	14th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] <u>Not the First Sunday</u>
	20th	Sat.	8:00 AM	Trans Clinic - Yott's Silver Lake Triumph Centre, 312 Carla Ct. Silver Lake, WI
	28th	Sun.	8:00 AM	British Car/Part Swap Meet, DuPage County Fairgrounds
Mar.	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	13th	Sat.		ISOA Chili Party - Billimacks, 322 Everett, Crystal Lake
	20th	Sat.		Carb Clinic - Jensen's, 903 Lilac Ln., Joliet
	TBA	Sat.		Clinic at Ogden Top & Trim - details to follow
April	3rd	Sat.	8:00 AM	Distributor Clinic Pawlak's, 14N640 Engel Rd., Hampshire
	11th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] <u>Not the First Sunday</u>
	31st		4:00 AM	House on the Rock Tour
	TBA	Sat		Driveshaft Clinic - details to follow
May	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA			Tune Up Clinic - details to follow
June	5th & 6th			Champagne British Car Festival, Bloomington, IL
	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	16th-20th			TRA National Meet, Holmes County, Ohio
	19th & 20th			Blackhawk Classic & Spring Campout

SNIC-BRAAAPP is published monthly and mailed on the Monday before each ISOA meeting. Member contributions received by the 10th of the month will likely appear in the next newsletter. 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. Side effects may vary, but continued exposure to SNIC BRAAAPP has been found to cause apoplexy and dropsey in laboratory animals. Questions, comments, concerns, or great thoughts should be directed to:

Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 email: trstreep@sbcglobal.net
SNIC BRAAAPP is published by: VIDataPrint LLC - 847/683-9683



A LITTLE BS FROM BS



NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE

Can you believe that is has been ten years since many of us were talking about the possible decline and fall of western civilization that the doomsday sayers were predicting due to the Y2K? I guess it's true that time sure flies when you're having fun. In the first decade of the new millennium, a great deal has changed within the ranks of ISOA, but despite the dire forecast of a decade ago, like the anticipated apocalypse of 1/01/00, not all that much has been altered, and we're still around. Our membership numbers [if not our members] are still robust, and hardly a month goes by but what new blood is added to the pool of Chicagoland die-hard Triumph lovers despite the fact the "newest" Triumphs are now pushing thirty.

Our club remains the benchmark for other Triumph organizations throughout North America. No other affiliate was willing, or probably able, to take on the TTA Stag restoration project and pull it off successfully. We

have hosted national conventions that have become the model for other clubs to emulate. Our newsletter, [in spite of some inept editing,] has received numerous awards and I suspect our new website will certainly be the envy of all Triumphdom. Many things that we take for granted, i.e. tech sessions, social events, driving tours, et all, are held rarely if at all by most clubs. *[And what other club can boast its own house band?]*

As our 2010 board prepares to face the new year, we are actively seeking your input for ways to maintain and improve the ISOA experience. While we gaze into our 2010 crystal ball for a glimpse into the future, we predict many of the activities that we have come to know and love will be on the calendar, such as Movie Night, White Trash Night, clinics of all sorts, breakfast runs, and cars shows both near and far. However, we would be naïve to think that we can continue to simply recycle the same activities year after year and expect the Coventry irregulars to remain excited about being part of ISOA. The board has demonstrated a willingness to try new things to entertain and inform the membership, and that will continue in 2010, as long as we receive input from the people of ISOA.

Not all of our ideas have been unqualified successes, but this board has demonstrated a willingness to try new things, and with your input, we hope that we can continue to provide a wide range of Triumph-related activities that will make all members feel as if they belong. Please feel free

to share any suggestions, comments, concerns or great thoughts with the board or any of the individuals on the board. The meetings are open to the membership, and your input is essential to our continued growth.

On behalf of the entire ISOA board, best wishes to you and yours for happy and healthy new year.

Suds

Ed Note: Some of the more perceptive of our readers may have noticed a change in the appearance of this month's newsletter. After six years, our head proofreader has suggested that a "fresh" look might be in order. Since actually changing the format might involve some real work and not wanting any part of that, we have opted to modify the appearance of SNAKE BARF by changing the font of the text body. Preliminary reports from the birds that ultimately spend their time looking down at it from their perches have been quite favorable. We hope that the arial font will give the newsletter a "cleaner" look as well as allow us to occasionally use a slightly smaller type size and thus permit us to squeeze more words into the same space without causing any of our myriad of regular readers, perhaps as many as all three of them, to read this verbal tapestry without squinting. As a concession to tradition, and as an homage to Irv "Elwood" Korey who edited Snic Braaapp for thirteen [13!] years, we have dusted off the Old English masthead that graced the cover of the newsletter during his tenure..

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

Flamenco Red

By Mark "TR Elvis" Costello

That's the color I have finally chosen to paint my TR7; and it will have white pinstripes coming from the rear side-markers down through the doors from north to south, finishing between 2 and 3 o'clock at both front wheel wells.

Deciding on a color for the 7 was as tough as giving it a name. I have already changed from 'the 7' to 'Sunshine' then back to 'the 7'. But a color isn't as simple to change once the painting begins. Plus, it cost me nothing to change the name back.

I have to have a vision to keep the project alive over the winter, and a big part of the vision is the final look of the car. I don't expect to be ready to paint any sooner than next winter (likely longer), so I'm trying to get some of the prep work done early.

I've been thinking about the paint for the 7 for as long as I've owned her. When I bought the car from Silo, it was the black. When I saw the original diarrhea brown inside the engine bay, I immediately understood the paint job by the PO at only 30,000 miles. I figure he got tired of looking at that color everyday and painted it black (I see a brown door and I want to...I think there is a Tappets' song somewhere in there). Fortunately, he decided upon the gold pin-striping and didn't try to impersonate a Spider.

The seat cushions are black vinyl with red and black checkered cloth. The dash and just about everything else is black. The red carpet is pretty trashed and worn out, but it should get me to and from another BCU. Cori installed the carpet on her MGB and did a really good job, so I think I will beg for her help installing the new carpet.

The red and black checkered plaid seat cushions are my favorite part of the car. They really complement the carpet, dash, and exterior.

I do like the black exterior, but it gets so damn hot-to-the-touch in the summer that it is a pain in whatever part of your exposed skin makes contact with it. I want to change to a lighter color. I figure the outside has to be red or white or maybe both. After some mixing and matching, Flamenco Red and some TBD-white are the victors of the moment.

I know I'll have to reupholster seats, as fading is evident on both the vinyl and cloth. Plus the driver's side seat is ripped. I recently researched replacement cushions in this color combo and discovered that they are not easy to procure. Although, I am not knowledgeable about upholstery matters, it seems pretty repairable if taken to the right place. (Like maybe an ISOA tech session on upholstery?)

Have we ever done one on reupholstery? If not, can we? If so, can we do another one? I know of a great demonstration car that needs upholstery work.

Anyway, back to the color, Flamenco Red. I have seen it on the Triumph color chart, and the cars I've seen photos of with that color, I like. But I need to see it in person to really decide, because it seems likely there may be more than one Flamenco Red recipe out there.

I have to be careful with the white on the sides as I tread a fine line between a cool car and looking like a can of Coca-Cola or the Striped Tomato. I think I have it though, as I am pretty comfortable with the look. There may need to be some finalizing, but that can be done after seeing



some different looks on the sides in actual size as colored pencil and paper and improper scale don't really do it justice.

The bonnet has me baffled for the moment. I like the idea of white stripes striking from the windshield, running flush with the slope of both outside edges on the scoop, and fanning its way to the front bumper like a cobra poised to attack. Since the 7 is a convertible, I don't have to worry about the top. I am still not sure about the white coming back over the boot. Though, I am fairly certain that the luggage rack has to go no matter what.

My goal this winter is to make realistic forward progress on some of these tasks as I am still in the fun/happy stage of the serious work ahead (the stage where dreaming and doing are light years apart). 2010 promises to be a fun and fruitful year for the 7. I'll keep you posted.



Mark "Elvis" Costello

CON "TR"IBUTIONS FROM ACROSS THE POND



BY TONY BEADLE
ISOA INTERNATIONAL BUREAU CHIEF
& UK SENIOR CORRESPONDENT
ISOA January 2010

DESIGN FAULTS

The story goes that when one of the development engineers who was partly responsible for the design of the Triumph TR2 died and went to heaven, he was met at the pearly gates by St. Peter. Looking down at his list, St. Peter said, "William Smith? Aren't you one of the people who worked on the early pre-production prototypes of the legendary Triumph TR2 sports car in 1952 and '53?"

Smith affirmed that he had, indeed, been a member of the Standard-Triumph team which had created the famous two-seater.

St. Peter was mightily impressed by this and said: "Well, since you've led a good life and helped to produce such a historic vehicle, you get a special reward. You can choose to hang out with anyone you want to in heaven."

Smith was rather taken aback by the offer and thought about it for a while before deciding to aim for the top man. "I think it would be absolutely fantastic if I could get to spend some time with God," he told St. Peter.

The saint looked doubtful and stroked his long white beard.

"Hmmm, I don't know about that. God doesn't normally agree to those sort of requests, but I'll see what I can do. Let me make a call." Turning away, St. Peter took out his cellphone and punched in a speed-dial number. After a few minutes of murmured conversation St. Peter turned back with a

smile on his face. "You're in luck, God has been having no end of problems with his MGB recently and has just replaced it with a TR4 so he says he would be delighted to see you."

St. Peter took Smith along to the celestial garage where they found God busy checking the oil on his Wedgwood Blue 1964 TR4. Looking up as the pair walked in, God said: "So you worked on the original TR2 did you?"

Extremely nervous at coming face to face with The Almighty, Bill Smith stammered: "Ye-ye-yes sir, that's correct. I did quite a bit of the testing and rectification work."

"Tell me," God went on as he replaced the dipstick, "What's so great about producing something that is a fairly crude piece of machinery, makes a lot of noise, leaks oil, has woeful electrical equipment, generates pollution and can't function properly without a decent road to run on?"

Smith was a bit nonplussed by these criticisms, but quick as a flash he retorted: "Whoa, hold on a just second sir. You can't blame Standard-Triumph for the poor electrics – we had to take what was given to us by the manufacturers. Why do you think people refer to Joseph Lucas as 'The Prince of Darkness'?"

"Mmmm... Fair enough," conceded God (somewhat grudgingly it has to be admitted) while

carefully shutting the hood. "But what about the design of the rest of the car's components?"

Emboldened by getting the better of God in the debate about Triumph's electrical equipment, Smith then plucked up his courage and enquired: "Excuse me sir, but aren't you the one who invented the woman?"

God looked a bit embarrassed at the question and mumbled: "Errr, yes..."

"Well, speaking as one development engineer to another," interrupted Smith, gaining in confidence. "I think there are some major design flaws in your creation. For example:

- a) There is some astonishing inconsistency in its front end suspension.
- b) It chatters constantly at high speeds.
- c) Most of its rear ends are way too soft and wobble about incredibly.
- d) The intake is situated far too close to the exhaust.
- e) Its maintenance costs are outrageous!"

God nodded thoughtfully at each of the stated items and said: "OK, you have raised a few interesting points there. But just give me a minute, will you? There's something I want to check." God reached for his laptop and keyed in a brief message.

After a couple of seconds God raised his eyes from the screen and said: "Well, while it may be true that my design is far from perfect, according to Google there are far many more men riding on my invention than in yours."

(Disclaimer: The names of the people and the locations mentioned in the above story were changed to protect the witnesses who have now been relocated to Florida and given new identities by the FBI. The resemblance to any place or person, whether alive or dead, real or imaginary, is purely coincidental. Neither the conTRibutor nor the editor shall be in any way liable for injury, damage or loss resulting – directly or indirectly – to either, or both, of the readers of this publication.)

NO FUTURE FOR PLASTIC

"The use of plastics in cars is going to decrease," said Giorgetto Giugiaro in Paris last week. "This is not because of a lack of technical ability but because scrapping cars with high plastic content is expensive and causes pollution problems." (Autocar & Motor, 26th April 1989)

Wouldn't it be interesting to contact Signor Giugiaro (a famous Italian automobile stylist who has designed over 160 non-Triumph vehicles) to find out if, some twenty years later, his opinion about plastic cars has changed?

FIRST FAST FOOD?

Included in the 'News of the Week' section of The Motor magazine, August 4th 1925 issue was this item: 'A Margate firm make a speciality of delivering hot meals by motorcar'. Sadly, the report did not mention what type of food was being delivered – it might well have been fish and chips, but most definitely was not pizza or curry – or the make of the vehicle(s) employed. For those readers (both of them I would guess) who are unfamiliar with the geogra-

phy of England, I should point out that Margate was once a very popular seaside resort on the South East Coast about 20 miles from Dover.

POST CHRISTMAS TALE

It was the day after Christmas (we call it Boxing Day here in UK) and Santa Claus had taken the family station wagon into town in order to replenish the stock of hay and carrots for his reindeers at the local general store. On his way back home, the wagon's engine suddenly quit and wouldn't restart so he pulled over to the side of the road. Santa opened the hood and checked all the usual things but couldn't find what had gone wrong, so he flagged down a passing car and asked the driver if he could help fix the problem.

"Sorry, I don't know anything about cars," the driver apologised. "I'm not a mechanic – I'm a chiropodist."

"In that case," said Santa, "Perhaps you would be kind enough to give me a tow."

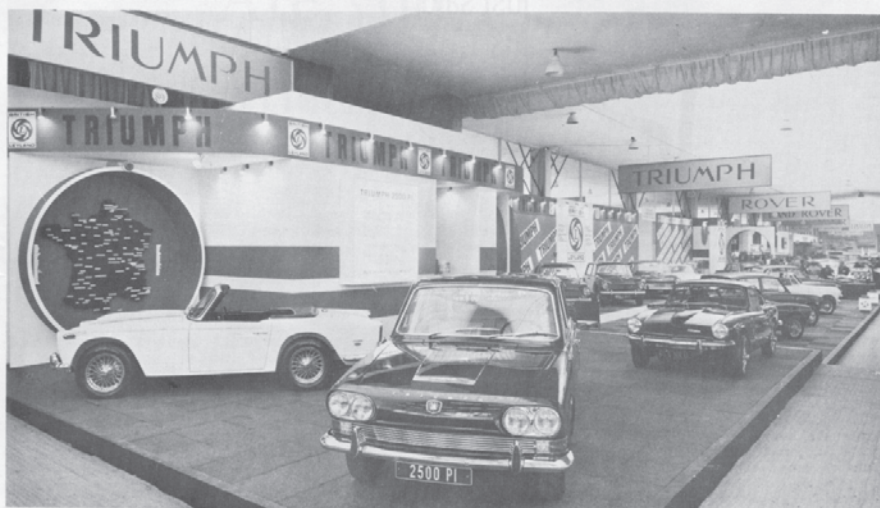
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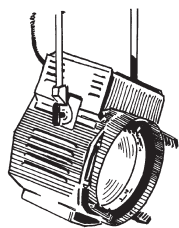


ISOA TECHNICAL ExSPURTS

TR3	Bill " Whizmo " Pyle 630/773-4806
TR4	Pat " Power Buldge " Lobdell 219/942-1263
TR4A/ 250	Steve " Drippy " Yott 262/997-0701
TR6 (Early)	Jeff " Stalker " Rust 815/874-5623
TR6 (Late)	Irv " Elwood " Korey 847/831 2809
TR7	Phil " Factor " Fox 630/662-7721
TR8	Tim " Tool Man " Buja 815/332-3119
Spitfire - [Early]	Joe " Stagmeister " Pawlak 847/683-9683
Spitfire - [Late]	Bill " Mr. Bill " Jensen 815/729-9731
GT6	Dave " Snake " Shedor 847 566 0478.
Stag	Joe " Stagmeister " Pawlak 847/683-9683
Machinist	Bob " Opera Man " Crowley 630/355-2170
Electrical, Paint, Body,	Joe " Stagmeister " Pawlak 847/683-9683

AUTORAMA





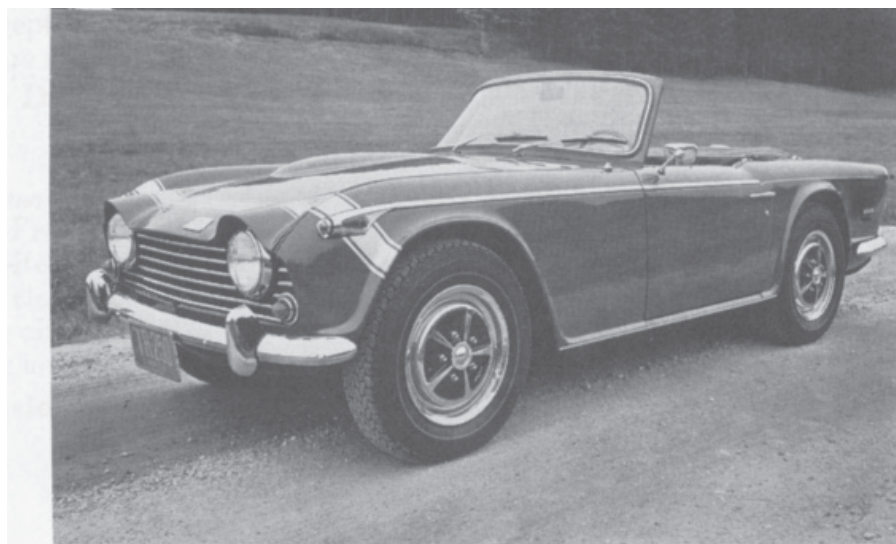
SPOTLIGHT ON TR250

SEVENTEENTH IN
AN OCCASIONAL
SERIES

BY BOB
"SUDS"STREEPY

By the late 60s, the British auto industry in general, and British Leyland in particular had fallen upon hard times. For the Triumph division of BL, the four-cylinder wet liner "tractor motor" that had powered the TR series of sports cars for a decade and a half was woefully obsolete. A new six cylinder TR was in the works, but the new Karman designed body tooling for a brand new sports-car would not be ready until at least 1969. Consequently, the decision was made to build an "interim" model known in North America as the TR250. Actually, this six-cylinder sportscar was first marketed in the UK, where it was known as the TR5. However, unlike its North American cousin, the TR5 had Lucas fuel injection and put out 150 horsepower. Its performance compared favorably with cars costing much more, but since the car was unable to meet the emission standards in North America, it was never imported to the US.

Triumph management then decided bring out the TR4 bodied car [code named Wasp] as a 1968 model in late 1967, but with Zenith Stromberg carburetors instead of FI. This engine had actually evolved from a four-cylinder motor that was first installed in the Standard 8 and 10 models in the late 50s. It was modified and eventually expanded to six cylinders, and it found its way into the Vanguard Six, the Triumph 2000, and the GT6 before it made its way into the TR series of sports cars. The version that would power the 250, as well as the TR6, had a bore 74.7 mm and a stroke of 95mm displacing 2498 cc.



The 250 produced a comparatively meager 105 BHP, virtually the same as the TR4A that it was replacing. By way of comparison, the injected TR5 topped out at 117 MPH, while the 250 could only hit 107. The TR5 was 2.5 seconds quicker in 0 to 60 times [8.1 vs. 10.6] and turned the quarter mile in 16.5 compared to the 250's 17.9, according to testing done by *Road & Track*. R&T also commented that the new power plant was noticeably smoother than the old four, however, they added *"...the body structure [is] well behind modern standards in terms of strength and resistance to rattles."* The British motoring press was a bit more hyperbolic on the TR5, as evidenced by the review from *The Motor*. *"...this magnificent power unit is the answer to the enthusiast's prayer. ... it explodes its torque on to the road with a melodious howl from the exhaust which must delight even the most decibel conscious ear."*

American executives attempted to differentiate the 250 from the 4A by adding a horizontal racing strip across the hood and reflective tape to the top, along with Rostyle hubcaps to give it a different look. The walnut veneered dash was replaced, and much of the chrome on the dash was gone, along with the fresh air outlets, in a cost cutting move. Despite the attempt at opti-

cal illusion, the family resemblance was clearly evident to even the most visionally challenged.

The 250 was only built for fifteen months, and during its production run, a mere 8484 cars were built, along with approximately 2900 TR5s, a very few of which eventually made their way to the shores of North America. These cars are among the rarest Triumph sports cars produced and command strong money in comparison to TR6s in similar condition. Despite the low production numbers, TR250 restoration is not that difficult compared to other cars built in such low numbers since many body parts are identical to the 4A and drive train parts are quite often the same as to those of the TR6. Like any IRS Triumph, especially those that have spent time in the rust belt, careful attention must be paid to the trailing arms and rear suspension where tinworm is frequently prevalent.

To many TR aficionados, the TR250 is the perfect amalgam combining the Michellotti body styling of the classic TR4/4A with its creature comforts [read roll-up windows and functional heater] and the smooth running performance of the TR6. When coupled with the availability of parts, it is no wonder that these cars are currently among the most sought after Triumphs in the country.



Continued from page 1



out and had already bead blasted the hub in preparation for the assembly. He emphasized the importance of working in a sanitary environment, which his shop exemplifies. He also demonstrated many of the proprietary tools that he has either purchased or fabricated especially to perform this task and showed how to take critical measurements of end play. He then asked Roman Hrynewycz



to demonstrate the proper method of greasing a bearing before installing it in the hub.

After his introductory remarks, the attendees

gravitated to various workstations in the garage to begin working on various TR and Spitfire hubs. During the morn-



ing, Dennis Delap, Joe Kaplon, Don Sheldon, Dave Shedor, and Roy Congrove, all succeeded in successfully lifting and separating their hubs, often with the assistance of Mark Moore and

the Steve's foot extension bar, along with the occasional strategic placement of a little extra heat. In fact, in a hub clinic first, all of the hubs, at least a dozen in all, came apart with much less effort than in previous clinics, most likely due to some newly fabricated tools that Steve personally designed and crafted. At various times, Steve employed his press,



his lathe and his milling machine to accomplish various tasks. Fortunately for the hubowners, his shop is equipped to such a professional level that it seems as if no job is too much for the staff at the Silver Lake Shoppe.

The group broke for a tasty lunch of sloppy joes, baked beans,



devilled eggs and freshly baked cookies, prepared by Steve and Jim Doering's friend, Cheryl Holmes and served by his daughter Megan and Cheryl. Macie the wonder dog also helped to clean up by making sure that no crumbs ever hit the floor.



Following lunch, the group adjourned back to the garage to finish up the last few hubs. Roy, with help from Frank Cartwright and Rich Scholl also installed some new u-joints in his freshly rebuilt hubs. Around 2:00 PM, most of the participants had headed home when Jack "Spuds" Billimack, who had been delayed due to a family funeral, arrived with a few hubs to crack before all of the tools were stored away. Within a short time, and with some help from Jay Holekamp, Jack's hubs were apart and ready to reassemble.

As a few stragglers hung around to help clean up, they were treated to special treat when Guzzler started his freshly rebuilt TR6, complete with triple SU carbs, a competition cam and many other go-fast goodies. The bright yellow Guzzlermobile sounded and drove as good as it looked and left a bit of rubber from the new Goodyear 205 16s on the pavement of Carla Court to show that it will be ready for some serious motoring next summer.



The last of the attendees was on the road home by 4:00 PM, but not before enjoying one of the most well prepared and presented clinics in ISOA recent history.



Suds

BIG BASH 2010

WHAT: The Annual ISOA Party & Awards Night

WHERE: DesPlaines Elk's Club
495 Lee Street, DesPlaines, IL
[ph. 847/824-1526]

WHEN: Saturday, January 30th, 2010

(6-7pm) Hot & Cold Hors D'oeuvres with Cash Bar
BBQ meatballs, Egg Rolls, Cocktail Franks, Onion Rings,
Cheese Tray, Relish Tray & Chips and Dip

Main course:

- (select one)
- Poached Salmon Filet with Hollandaise on the side, or
 - Broiled Filet Mignon with mushroom cap, or
 - Chicken Cordon Blue stuffed with Canadian bacon and Swiss cheese

Dinner at 7pm

French Onion Soup with Croutons
Mixed Salad Greens, Tomato, Cucumber and Croutons
Double Baked Potato
Green beans with Sautéed Mushrooms
Vanilla Ice Cream topped with Chocolate Syrup or Crème de Menthe

Special after dinner guest speaker to make dramatic reading followed by mercifully brief awards presentation

Ongoing Stag films

Fun and games designed to humiliate the other guy and amuse you

The cost for the Bash is only \$30.00 per person. You may also pay your 2010 dues with the same check. [EG - one chicken dinner @\$30.00, one beef dinner @\$30.00, next year's dues @\$25.00 = \$85.00. Make checks out to ISOA.] Complete and detach the form below and bring to the January meeting or mail to:

Kim Jensen, 903 Lilac Lane, Joliet, IL 60435



Name _____

Choice of Entre _____

Name _____

Choice of Entre _____

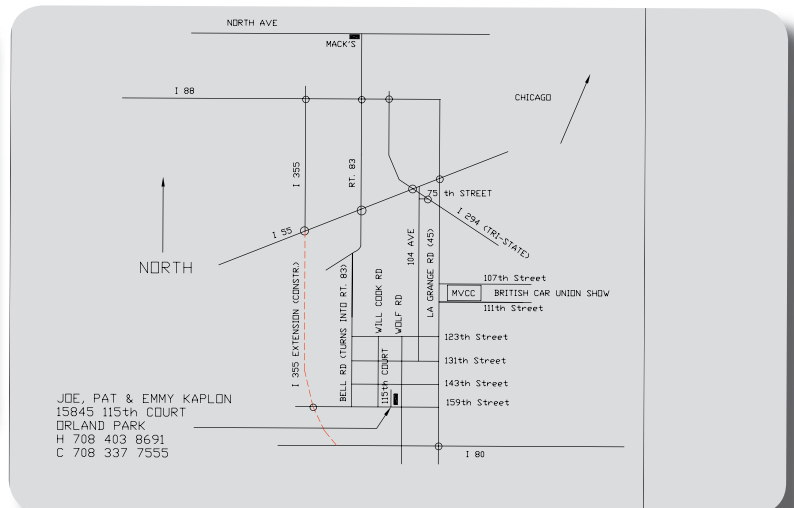



JEKYLL ISLAND
YEAR ROUND *Beach* RESORT

North American Triumph Challenge

2010

October 19-23, 2010



JOE, PAT & EMMY KAPLON
15845 115th COURT
ORLAND PARK
H 708 403 8691
C 708 337 7555

Map to Diff Clinic

Note, now that the 355 extension is completed, you can take it all the way to 159th St

Chicago's 14th Annual
all
British Car

JAGUAR
Morgan
MG
TRIUMPH

Swap Meet & Auto Jumble

SUNDAY

Sunday, February 28, 2010 8:00am - 3:00pm
at the DuPage County Fairgrounds Wheaton, IL
(1/2 Mile north of RT38 on County Farm Road)
www.britishcarswap.info

General admission: \$5.00 Free Parking Vendor Setup starts at 6am
Return to: Chicagoland MG Club, PO Box 455, Addison IL 60101
For information call Jim Evans at 630-858-8192



THIS YEARS FEATURED MARQUE FOR THE SHOW WILL BE JAGUARS

MARK YOUR EVENT CALENDAR

THE 19TH ANNUAL CHAMPAGNE BRITISH CAR FESTIVAL JUNE 5-6, 2010

"EASE ON DOWN THE ROAD"

THE CHAMPAGNE BRITISH CAR FESTIVAL IS "EASING ON DOWN THE ROAD" TO BLOOMINGTON, ILLINOIS. THE EVENT WILL BE HELD AT A NEW LOCATION AND ON A NEW DATE. JOIN US FOR A FUN FILLED WEEK END IN BLOOMINGTON, IL AT THE HOST HOTEL WITH A CAR SHOW AT THE NATIONAL HISTORIC DAVID DAVIS MUSEUM.

WATCH THIS SITE FOR INFORMATION ON EVENT AS IT IS DEVELOPED



Dues for 2010 need to be paid by March, 31st. If you have joined since September, 2009, your membership for 2010 is already taken care of. If you are unsure of your membership status, check with Tim "Toolman" Buja.



TRA 2010

HOLMES COUNTY OHIO
TRIUMPH REGISTER OF AMERICA NATIONAL MEET

June 16-20th, 2010
Holmes County, Ohio

Dear Editurd,

Since you irresponsibly saw fit to print the letter from that Zumiaz guy, Karen and I have been forced to take refuge in an undisclosed location as part of the ISOA Witless Protection Plan. I plan to return to Chicago and throttle you within an inch of your life just as soon as the Indiana statue of limitations for wanton destruction of public property charges expire. My attorney, the esteemed Bob "Burn-out" Steele of the firm, Barristers for a Buck, has assured me that as long as I keep a safe distance from the People's Republic of Indiana, I



can resume normal activities. My question is, just what exactly are "normal" activities.

Jeff "Smith" [get it?]

Dear Mr. Rust, [I mean Smith],

We here at Snic Braaapp Towers deeply regret any inconvenience the publication of the Indiana Commissar of Public Safety's letter to the editor may have caused you [and more importantly to Karen], but you must understand that we have sworn a sacred oath to print all the news that's fit to print, including the occasional letter from law enforcement, and we are nothing if not true to the code of journalistic ethics. In the meantime, as your photo clearly indicates, you seem to be doing just fine in your new career as a beach-comber/sand sculptor.

As to the issue of normalcy, having seen you in "action" for nearly twenty years as a member of ISOA, we seriously doubt that doing anything "normal" is realistically within the realm of possibility for you. Therefore, we would simply ask you to as we do whenever confronted with a major moral decisions and consult with your legal consul. If he isn't

available, just yourself "What would Burnout do?"

Dear Editurd,

Can you kindly provide us with some additional details about the ISOA "Big Bash"? We have heard that it is unquestionably the social event of the year and that all of the most prominent socialites will be in attendance. Is this true, and is the admission policy very strict? Do you anticipate that there will lots of media coverage and what arrangements have you made for security screening.



Thanks in advance
Tareq and Michaela Salahi

Dear Mr. & Ms. Salahi,

We have forwarded your inquiry to our chief executive social secretary, Bob "Thunder Cheese" Kamholtz who handles all of the arrangement for our high level social functions, including [but not limited to] events like the Big Bash and White



Trash Night. He advises that you pay especial attention to your wardrobe and recommends the ever popular sleeveless bodice [see attached this photo] to go along with the ever so trendy "Shaggy" look that is all the rage. He also advocates tight mini-skirts showing a some cleavage

To protect us from gatecrashers, we have contracted the new security firm of Billimack & Hurst to keep out

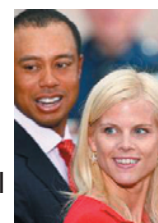
the riff raff. They have been known to employ clever disguises while working undercover to ferret out any possible ISOA "want-tobes." They are pricey, but they usually kill fewer civilians that our previous firm – Blackwater. They advise that you be sure to keep your credentials displayed prominently as you go through the receiving line.

Ed

Dear Editurd,

I need some advice as to a gift that might help me smooth things over with the little woman. I read the holiday gift suggestion list from Sir Bentley Haynes, and wondered if he had anything in mind that would be appropriate for women?

Thanks
TW



Dear Tiger,

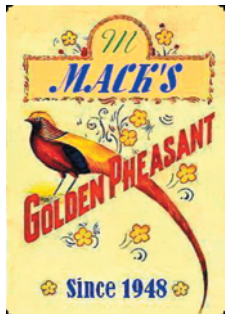
Our esteemed UK contributor, Sir Bentley, has been following your plight and offers up the following advice. "While we have only had limited experiences with dealing with females, [our preferences tend to run more toward adolescent boys,] we humbly suggest you consider the ever popular 'Lucas Smoke Bleeder'." At first glance this may seem a bit of a strange gift for your wife, but, it seems you've been blowing a lot of smoke out of your rectum and we suspect your wife would welcome the opportunity to purge your lower intestinal tract of all of that extra smoke, especially since the new and improved model uses a six inch black pipe rather than the old ¼ inch flexible tubing. While the new version is a bit pricey, we know that with all of your endorsement income, money is no object. Hope this helps. Let us know how it works out."





DECEMBER MEETING NOTES

by Roman "Jr." Hrynewycz
ISOA Secretary



President Bob Streepy called the final club meeting of 2009 to order at 7:10 PM on Sunday, December 7th. The turnout for this election night was around 50

ISOA regulars. Bob kicked off the night's frivolity with the introduction of the board of directors. This evening we greeted only one guest, Jim North of Elgin, the owner of a '60 TR3. Our president then gave a brief summary of the board meeting, which preceded the general meeting. "Mr. Bill" Jensen took over to display the latest in ISOA swag, a new winter cap for those days when we spend more time shoveling than driving.

The floor was then opened to anyone who wished to update the membership on the status of any ongoing or new projects. Mark Moore enthusiastically proclaimed that his TR6 is leaking fluids, and, therefore, is now in running condition. With only some minor trim to install, the restoration will soon be complete. Murray Bruskin had some minor bodywork done to his award winning TR3, and the respray of its front end should be complete by the time of publication. The TR3 of Thanos Kourliouros has been residing at Silver Lake Ultimate Triumph (SLUT) for some upgrades. Bob Streepy informed everyone of the current condition of his TR4 project.

The next agenda item was to recap recent events. Joe Pawlak recounted the electrical clinic that he along with Tim Buja conducted at the Pyle residence. Steve Yott, along with Bob Streepy, summarized

the hub clinic that Steve hosted at S.L.U.T. It was a very successful day with many hubs split and even a few of them reassembled into functioning components.

Jack Billimack took over and ran through a list of upcoming events, most of which are listed in the calendar section of this newsletter [see page 3]. If you have any information about an event that you think is worthy of consideration, please send the details to Jack. Ed Krakowiak showed the group some engine parts he had polished by Tiger Ray of Vanilla Gorilla. The parts were nicely done, and Ed was very pleased with the price and results.

After Ed's presentation, it was time to hold the election for the 2010 ISOA Board. Since there were no write-in candidates, the ballots were handed out, and a few minutes was given to voting. Before the break, Jim Aldridge favored us with a Christmas Carol and a new song in honor of Steve Yott for all of the help he provides many of us.

When the meeting reconvened, Bob announced the results of the election. [See *list at right*]. Steve Yott then gave a short presentation on a failed distributor rotor from Thanos' car. Bill Jensen won the December raffle, thus sparing him the ordeal of having to shop for any Xmas presents for Kim this year. [Ed Note; *I'd love to see the look on her face when he opens the magnetic parts tray box on Christmas morning.*]

Bob then wished every one a merry Christmas and brought the meeting to a close at 8:55 PM.

If you can, make it a point to attend at the next meeting. There is much more that happens during the evening than can be printed here.

Roamin'



2010 ISOA

BOARD OF DIRECTORS

[Ed Note: 2010 OFFICERS WILL BE DETERMINED AT THE JANUARY BOARD MEETING]

Bob "**Suds**" Streepy*
630/372-7565
trstreep@sbcglobal.net

Kim "**Wacker Drive**" Jensen
815/729-9731
KimandBill76@sbcglobal.net

Roman "**Jr.**" Hrynewycz
708/456-4327
rah_63@comcast.net

Jack "**Spuds**" Billimack*
815/459-4721
jbillimack@comcast.net.

Jay "**Cannonball**" Holekamp
630/653-0610
jholekamp@sbcglobal.net

Tim "**Tool Man**" Buja*815/332-3119
thebujas@comcast.net

Irv "**Elwood**" Korey*
847/831-2809
emanteno@comcast.net

Joe "**Stagmeister**" Pawlak
847/683-4184
stagfire6573@foxvalley.net

Mark "**Guzzler**" Moore*
815/397-3253
mrmtr6@sbcglobal.net

BCUReps: Mike "**Hands**" Blonder*
& Terri "**Whistler**" Underhill

*past president



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:** 1970 Spitfire, Pimento Red with black top. New tires & new seats and carpeting, frame repaired, black convertible top and black tonneau cover in good condition, exterior paint in fair shape. Car runs, signals and lights work, restored over the last 20 years by the owner until he unexpectedly passed away last June. Car is located in River Forest. Contact Linda Cassin at 708-366-9024 between 5pm and 8pm or by email at drcassin@aol.com. Asking \$2800, with many extra parts, including a transmission, carpeting, and an extra bumper, hub caps, distributor, heater plus other miscellaneous items. [11/09 - not an ISOA member]

•**For Sale:** Engine & differential from 1976 [#CF5883UF] TR6 Jack Billmack 815/459-4721 email: jbilimack@comcast.com [12/09]

•**Wanted:** TR7 wheels and/or tires. Call Bob Hansel 630/462-8594 or email bahbzilla@sbcglobal.net [12/09]

•**For Sale:** 1974 Spitfire 1500. Hasn't run for about 10 years. Has engine, trans (he doesn't know if it's an overdrive), steel wheels, gauges, spare steering wheel, "new seats". Has title. No interior panels, no floors. Had a "bad" paint job several years ago. Asking \$299. Would like entire car gone. Needs garage space. Matthew Frechmann - Glendale Heights Phone: 630.790.0953 Ask for Matt or Janice. [12/09 - not an ISOA member]

•**For Sale:** 1974 TR6. Restoration has been started but needs to be completed. I have rebuilt carburetors, fuel pump, new gas line from tank to engine. tank has been cleaned and sealed. Has a new dash. It needs a battery, carbs put back on, starter installed, new top (old one has a rip) and 4 tires. Car is located in Tinley Park, IL. and will need to be towed. Contact Michael Chronos at (708) 921-0698 \$2,000. [01/10]

•**For Sale:** TR4 trans (complete and working I think), a trans shift rod tail piece, trunk lid for a 2, and a windshield. [not sure if it's a 2 or a 3]. r.gudmundson@att.net [01/10 - not an ISOA member]

•**For Sale:** 1976 Brown TR6. One owner, 66,300 miles \$15,000. ph. 630/794-0000 or email schuler@att.net. [01/10 - not an ISOA member]

•**For Sale:** Mini Lite replicas mounted on 205 60 15s [15 x7 w/.20 offset. Like new \$750.00. 2 passenger seat for 70-72 TR6. Black good condition \$150.00 each. Ph 630/341-4253 email: thehales@ameritich.net [1/10]

•**For Sale:** Limited number of rebuilt Wet liner oil pumps featuring improved design as described in VTR magazine #115 [April 2009] Steve Yott 262/997-0701 tr4@wi.rr.com [01/10]



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

John O'Lear 1/03

Bill Taney 1/04

Brian Peek 1/04

Dave Lushin 1/04

Jordan Varichak 1/05

Denise Gobberg 1/06

Bonnie Bulfer 1/06

Josephine Barrett 1/07

Tracy Porter 1/07

Jeff Rust 1/08

Dennis Hostetler 1/08

Kathy Pawlak 1/11

Mike Konopka 1/18

Dennis Hill 1/22

Rick Paulsen 1/23

Ken Briegel 1/24

New ISOA Members

of memberships - 181 - # of members - 255

Steve Majors

311 6th Ave, Mendota, IL 61342-2134

H: 815 538-8095 - EMail: majornomind@yahoo.com

80 Spitfire 1500

John O'Lear

128 E 7th St, Lockport, IL 60441-3016

H: 815 838-2320 - His EMail: jolear@fpdwc.org

78 Spitfire 1500

Patrick Lay

8705 East Rd., PO Box 193, Lakeside, MI 49116-0193

H: 773 363-2914 His EMail: p8705@hotmail.com

57 TR3



It's what's up front that keeps you out front.

You've got 6 cylinders going for you in the new TR-250, 6 cylinders displacing 243 bires. And that means power up front to keep you out front.

To back it up, you've got independent rear suspension, 4 forward synchronized gears, rack-and-pinion steering, red-band road pilot tires, and disc brakes up front.

And you've got a finishing touch, reflective safety striping highlights the wing tips.

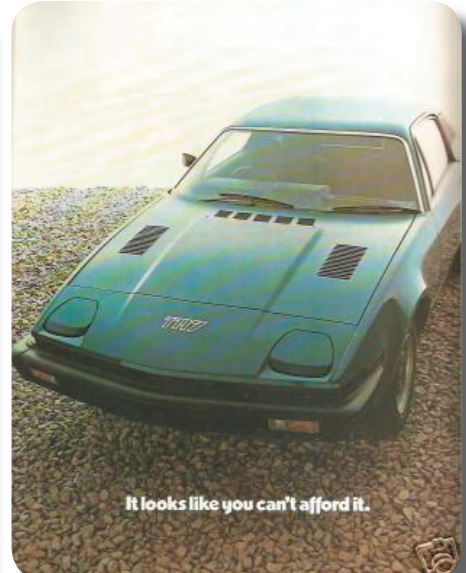
If you've got the spirit, the new TR-250 is the car that can move you.

TRIUMPH TR-250



When Marks & Spencer vote the Triumph 2000 a good bet, you know you can put your shirt on it.

to the 100,000 people who use it every day, it's the only car that's been designed to be used in the most demanding environments. And it's the only car that's been designed to be used in the most demanding environments. And it's the only car that's been designed to be used in the most demanding environments.



It looks like you can't afford it.

ISOA ON THE WORLD WIDE WEB

You can always get the latest news directly from the ISOA web site: <http://www.snic-braaapp.org>

To subscribe to the ISOA electronic mailing list email thebujas@comcast.net

Your userid and password is only for the membership roster that we keep on the website. Each ISOA member must logon to the site with his/her own nickname and password to gain access to the "Members Only" material.

ONLINE ROSTER ACCESS INFO

Snic

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

Braaapp

THE REAR VIEW MIRROR



IRV "ELWOOD" KOREY'S SNOWMOBILES

JANUARY 2010