



SNIC

BRAAAPP

MARCH 2010

Vol. III Issue No. 453

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

BIG BASH 2010

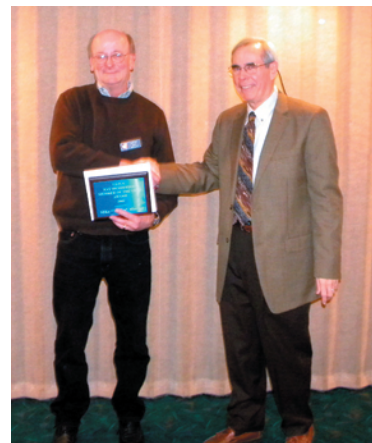
TEXT & GRAPHICS BY BOB "SUDS" STREEPY



A NEAR RECORD CROWD OF ALMOST 80 Coventry Irregular revelers descended upon the Des Plaines Elks Club, literally since the party was in the basement, to celebrate either the last holiday party of the 2009 season or the first of the New Year. In either case, the ISOA Big Bash, a tradition dating back several decades, took place on Saturday, January 30th. The festivities began with cocktails and hors d'oeuvres around 6:00 PM as the partygoers mingled and competed with one another to see how many appetizers they could consume [also an ISOA tradition]. In the interest of decorum, a SNIC BRAAAPP hallmark dating back to the days of Rick Dentino, and to protect the guilty, we will not reveal the clear winner in the gluttony competition. While the attendees nibbled on snacks, many watched a series

of DVDs consisting of events from the previous year produced by your humble and obedient scribe while others played a game of "Identify the License Plate" devised by party co-organizers, Mike Blonder and Terry Underhill.

The wait staff began serving the meal at 7:00, and the food and service proved to be excellent. As the dishes were cleared away, Mike introduced the current president, who offered up his second inaugural/State of the Union address. The presentation featured a dramatic reading with musical accompaniment by guitar virtuoso Mike Konopka, of some semi-original poetry, much



continued on following page

INSIDE YOUR MARCH SNIC BRAAAPP

- Con "TR" ibutions From Across the Pond
 - Spotlight on the TR6
 - Book Braaapp
- Lots More Stuff*



to the apparent delight of a few members of the audience.

Following our somewhat feeble attempt at humor, your humble and obedient scribe then got serious and took some time to recognize the ISOA members who were gracious enough to offer up some unsolicited prose for publication in the club birdcage liner, known and loved [?] as SNIC BRAAAPP. 2009 Wordsmith certificates were handed out to Roman Hrynewycz, Jack Billimack, Steve Yott, Jay Holekamp, Dave Kanzler, Jim Aldridge, Dave Shedor, Mike Blonder, Joe Kaplon, Tim Mantel, Lars Sullivan, Kim Jensen, Joe Pawlak, Mark Costello, Peter Conover, Lee Feder, Michael Marr, and Mark Moore all of



whom submitted articles for inclusion in the newsletter last year. Bill and Sheri Pyle, Bill and Kim Jensen, Joe and Kathy Pawlak, Kim and Judy Casper, Irv and Vickie Korey, Jeff and Julie Lathrop, Tim Dunderdale, and Steve Yott were all recognized for hosting club events in 2009, and Doug Larson was also singled out for organizing driving tours for ISOA, including one to the "Tail of the Dragon" last summer. Chuck Montague was presented with a "Thank You" certificate for maintaining the club periodical archives, and Karsten Kell was given a token of appreciation for updating the club website.

Next up, Joe Pawlak, who spearheaded the restoration of "Uncle Jack" the TTA Stag project car, spoke

about the efforts of the club members who participated in the restoration of the car. He presented certificates to each member who helped on the project and singled out several for special recognition including Chuck Montague, Rich Scholl, Rick Paulson, Don Sheldon, and Steve Yott.



After Joe finished, the microphone was returned to me to present the last two awards of the year. First, was the Ray Henderson trophy to the 2009 Member of the Year. The 2009 award went to recently retired ISOA Vice President, Mike Mueller, for all of the help he provided to numerous club members over not just 2009 but going back decades.

Then, it was time for the moment everybody was looking forward to: the presentation of the "Boomer of the Year" [hereafter known as the "Zoomer"]. The recipient of this coveted accolade was Jeff the "Stalker" Rust, who easily outdistanced his nearest competitor by literally driving through an Indiana tollgate in his TR6 on the way to the 2009 Six Pack TRials. To commemorate this occasion,



with musical accompaniment from Mike Konopka, I read another original poem dedicated to the actions of the Stalker and his encounter with the I-Zoom system in Indiana. [See opposite page]

After the last award was presented, Terry Underhill asked partygoers to check beneath their chairs to see who won a bottle of wine from the ISOA vineyards. The unique labels were created especially for the occasion by Joe Pawlak.



Then, it was time for the annual insidious exercise in humility concocted by Jack and Barb Billimack. The game pits each table against one another in an attempt to identify figures from an eclectic assortment of current events. This year's winners included Mark and Lorrie Ann Fisher, who celebrated raucously by demonstrating their prizes; holiday noise makers.



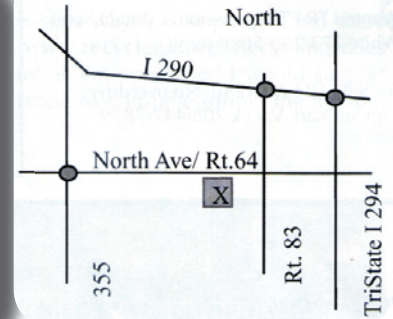
By 11:00 or so, the last of the participants began heading for the exits but not before enjoying a pleasant evening with good food and good friends.

Suds



ILLINOIS SPORTS OWNERS ASSOCIATION

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



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
Mar.	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	13th	Sat.	3:00 PM	ISOA Chili Party & Movie Night - Billimack's, 322 Everett, Crystal Lake
	20th	Sat.	8:00 AM	Carb Clinic Jensen's, 903 Lilac Ln., Joliet
	20th	Sat.		North Suburban Sports Car Club's FREE Indoor Racing School click on www.MyAutoEvents.com for more information
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>
	16-8			The Gathering, Sheldon Vinyards, Dobson, NC
	17th	Sat.	9:00 AM	Upholstry Clinic, Ogden Top & Trim - 6609 Ogden Avenue, Berwyn,
	31st		4:00 AM	House on the Rock Tour
	TBA	Sat		Driveshaft Clinic, Marengo
May	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	8th	Sat	8:00 AM	Tune Up Clinic - 1114 Rail Drive, Unit C, Woodstock, IL 60098
	22nd	Sat		Spring Breakfast Run - 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
	20th	Sun.		Wisconsin British Car Field Day, Sussex, WI
	25th	Fri.		ISOA Drive-In Movie Night, Cascade Drive In, West Chicago
	27th	Sun.		Michiana British Car Show, South Bend, IN
July	11th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] <u>Not the First Sunday</u>
	10-11			Mad Dogs & Englishmen XX - Gilmour Car Museum - Hickory Corners, MI
	17th	Sat.		London to Brighton Rally, contact Indiana British Car Union @ www.ibcu.org
	31st	Sat		Campout & Driving Tour - Blonder's Retreat - Harbert, Michigan

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. If delusional thoughts, night sweats, or excessive oozing of puss from bodily orifices persist, discontinue reading SNIC BRAAAPP. Questions, comments, concerns, or great thoughts should be directed to:

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



NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE
BY BOB "SUDS" STREEPY

It's been just about a year since I acquired TS 19263 LO. Like most of my Triumph adventures, the genesis of this latest "scheme" began during a road trip with Dave Kayson. He and I were returning from a jaunt to his shop in Missouri, and our road conversation turned to restorations. He had hired one of his neighbors to do some bodywork that turned out very well. The guy was interested in doing more work for Dave, and I mentioned that using Missouri labor was certainly more cost effective than hiring Chicagoland artisans. Soon our conversation segued into how much it might cost to do a frame-off using local "Show Me" state body guys. Before long, I began to think about locating a rust-free TR, and the TR4 that Steve Yott and Mark Moore had liberated from its forty-year hibernation in Hyde Park the previous spring immediately came to mind as a prime example. It met my criteria; it was original, had no oxidation, but it needed "some" panel straightening, etc. Steve had confided in me that the car was too ambitious a project for either Mark or him at the time, since both had other TRs they wanted to restore first. He and Mark had originally bought the car just for its overdrive, but they thought it was just too nice to part out, despite its many crooked panels. Jeff Slaton had considered adding it to his collection of project cars, but he, too, was pretty well booked with other undertakings.

As nearly as we can tell, the car was given to a young man, possibly as

a graduation gift, from his parents in the summer of 1963. According to the odometer, it traveled only 12,444 miles over the next four years. Apparently, those miles were among the hardest ever racked up by any driver in the history of motoring, since there wasn't a straight panel on the car. The coup de grace, according to the sister of the original owner from whom Mark and Steve bought the car, occurred in 1967 when it was wrapped around a street lamp, causing significant damage to the driver's door, B-Post and right rear quarter. The hood and trunk were also caved in. At that point, the car was parked in the carriage house where it remained for the next 40 years.

I began to formulate a plan, which is always a scary thought. After two and a half frame-off TR restorations, I had learned a few things, not the least of which was that rust repairs are expensive, and I have a very limited skill set in bodywork. Still, for the last couple of years, I had begun to fixate on one last restoration of an original TR, especially a TR4 or 250. This time, I would try to get it right.

I discussed my plan with the first lady, who opted not to exercise her veto power, but suggested that the funding come from some source other than the family budget. We decided that Casper, not the world's nicest, or as it turned out, the most expensive TR3, would be sacrificed in order to provide an endowment for the acquisition and restoration of the as yet unnamed TR4. I contacted Steve and told him that I had located a buyer for his TR4 – me. We settled on a price, and Dave explained the plan to Terry Warman, the Missouri body man who would handle the panel beating and paintwork.

In June, Jay Holekamp and I hauled the TR4 from Jim Doerring's barn in Twin Lakes, WI, where it had been stored since its liberation from the city. I spent the next month or so "vandalizing," in the words of Peter Egan, the car, and soon the interior, engine and drive train, dash, wiring, etc. were removed, and the various sundries were bagged and tagged. In the meantime, I shopped Mr. Runyon's weekly internet sales and began to stock pile a much larger inventory of replacement parts than I had first anticipated. Jay Holekamp and I also

took a road trip to New Jersey to acquire a cache of parts from a restoration project that had been cut short by the owner's medical condition.

By early fall, the engine and transmission were stored at Murray Bruskin's hangar in Kenosha awaiting a scheduling opening in the Silver Lake Triumph Centre tractor motor rebuilding service queue. The body shell, still mounted on the frame, was transported to Kayson's shop in Missouri, and Terry had a chance to see the car in person for the first time. Jeff Slaton had provided a solid fender, door, and hood from a donor car, and I ordered a new B-Post from The Roadster Factory. Terry seemed nonplussed at the prospect of straightening the sheet metal. "I seen worse," was his only comment.

Since last fall, I have had the seats recovered, the gauges, starter, wiper motor, distributor, and carbs rebuilt, the radiator recored, the gas tank etched, and most of the plating redone. I have spent countless hours stooped over Mike Mueller's blasting cabinet cleaning various parts for powdercoating. I've poured over the Bentley manual to learn as much as my feeble brain can retain about how TR4s go together, and I have highlighted the Moss catalogue with various hues to indicate parts wanted, parts needed, parts acquired, and parts on hand.

As of this month, the body is off the frame, and both are in the process of being stripped and shotblasted. The transmission and overdrive are apart, and prepped for rebuilding at the club trans clinic, subject to Steve's recuperation from knee replacement.

My next step will be to bring the freshly powdercoated frame back to Snic Braaapp Towers to install the suspension and drivetrain, while Terry works on the body to prep it for paint. The goal will be to have the chassis completely ready by the time the body is ready to re-mate to the frame. Then, I'll make my final trip with a Rentalmax trailer to Missouri with the chassis so that Terry can do the final body alignment to set the gaps. Hopefully, I can bring the completed car back to Bartlett to install the harness, dash, interior etc. in time for the 2011 VTR in Breckinridge - maybe.

Suds

At this year's "Big Bash" your humble and obedient scribe read an original poem based on "Casey at the Bat" by Ernest Lawrence Thayer in honor of this year's "Super Boomer" award [now known as the Zoomer] recipient. For those of you who were not in attendance, we are reproducing it here [in order to fill a bit of space and] to provide, hopefully, a chuckle or two. sTReepy

Stalker in the Lead

The outlook was pretty grim for the Rockford gang that day;
 There was road construction plus heavy traffic, much to their dismay,
 So when Guzzler overheated, it caused a further delay,
 And a pall-like silence fell upon the Triumph drivers from ISOA.

A straggling few gave in to deep despair. The rest
 Clung to that hope which springs eternal in the human breast;
 They thought, "If only Stalker could take the lead —
 We'd bet even money now, we'll run above the posted speed."

However, Crowley preceded Guzzler, and Stalker had the back door,
 And the former was running redlines, and the latter drove a four;
 So upon that stricken caravan grim reality did confront;
 For there seemed but little chance of Stalker getting to the front.

But Crowley found an opening to his right, and swiftly changed his lane,
 And Guzzler, in his TR4, quickly did the same;
 And when the dust had lifted, and drivers saw what had occurred,
 There was Crowley running second and Guzzler a-cruising third.

Then from all the Triumph CBs, there rose a lusty yell;
 It squawked through their radios, it rang out on their cells;
 It reverberated across the interstate for drivers to all take heed,
 For Stalker, speedy Stalker, had now assumed the lead.

There was ease in Stalker's manner as he glided into place;
 There was pride in Stalker's bearing and a smile lit Stalker's face.
 And when, responding to the cheers, he pointed toward the rising sun,
 No driver in the crowd could doubt that this caravan would run.

All the eyes were on him as he switched into overdrive.
 And the drivers applauded as his Triumph came alive.
 Then while some other cars tried to keep him from passing by
 Defiance shown on Stalkers face, an evil look came into his eye.

And now those triple Webers started kicking in,
 And Stalker sat a-listening, and he flashed a shit-eating grin.
 His tach was climbing, getting closer and closer to redline.
 "Don't worry," he said to Karen, "We'll be in Jersey in time to dine."

From the convoy, trying to keep up, there went up a muffled roar,
 Like the beating of the storm-waves on a stern and distant shore;
 "Back Off, Slow Down!" shouted some one from the group;
 But Stalker was in a zone and wasn't about to let less air through his hood scoop.

With a grim determination great Stalker's visage shone;
 He stilled the rising tumult; he bade the group to press on;
 He signaled to the other drivers, and once more the speed increased
 And Stalker kept it floored, and the bitching finally ceased.

As the convoy entered Indiana, they came upon a sign.
 It said for I-Zoom users to merge left and form a single file line
 Stalker's face grew stern and cold, as he got stuck behind a Grand Marquis
 He was not about to slow down to fifteen miles an hour to pay some measly fee

The sneer had fled from Stalker's lip, his teeth were clenched in true disgust;
 He downshifted into first. There would be no slowing down for Jeff "the Stalker" Rust.
 And as the tollbooth approaches, the Stalker hits the gas,
 And now the toll gate is shattered, and the Stalker screams, "I Zoom my ass!"

Oh, somewhere in this favored land the sun is shining bright,
 The band is playing somewhere, and somewhere hearts are light,
 And somewhere children laugh and play, throughout each hill and dale;
 But there is no joy in Rockford — Indiana State Police caught the Stalker and they threw his ass in jail!





CON "TR" IBUTIONS
FROM ACROSS THE POND



BY TONY BEADLE
ISOA INTERNATIONAL BUREAU CHIEF &
UK SENIOR CORRESPONDENT

MARCH 2010 CON'TR'IBUTION

For this issue, my conTRibution consists of another selection of amusing anecdotes (well, I think they are funny) culled from various old motoring magazines. I like to think of this as a form of automotive recycling – and I am completely confident that my feeble efforts printed here will have no effect whatsoever on our planet's climate!

CHAUFFEUR COMPENDIUM

As a sort of follow-up to my 'Pity The Poor Chauffeur' piece in the last issue of this august publication (As this is the March issue, surely it must have been in the February edition rather than August? Ed) I would like to start off with a few vaguely relevant tales, the first two of which were taken from the April 19 1927 issue of The Motor magazine:

The new chauffeur was driving his master home. Faster and faster sped the magnificent car as they left the more crowded streets behind them, until at last a cold sweat broke over the master's brow. "Hi, James!" he yelled.

"Go steady! We shall spend the night in gaol if you don't."

The chauffeur scarcely took any notice. He merely shook his head, glanced at the petrol gauge, and sent the car surging forward, faster than ever as he shouted: "We're four miles from home, sir, and I've only enough petrol for three. But if we hurry we may just do it!"

On the same page, credited to somebody only referred to by the initials J.B. was this next item:

I have a friend living in Washington, USA, who recently sold his motorcar and bought an aeroplane, at the same time inviting his chauffeur to remain with him as the pilot. He was surprised, however, to meet with a decided refusal, and the chauffeur wanting to leave his employ.

"Why, Sam," my friend asked the chauffeur. "You are not frightened of flying are you?"

"No sir, it ain't that," said the chauffeur.

"Oh, well, what is it?" asked my friend.

"Well, sir," replied the chauffeur, "I know that an aeroplane engine is pretty much the same as an automobile engine, and I'm afraid of the engine stopping when we're up in the air and you telling me to get out and crank it."

SAFETY FAST

Agentleman was touring around Ireland, when suddenly the car he was in accelerated to 50mph.

"We are going a bit fast, aren't we?" he said to the Irish chauffeur.

"We are that! This here's a dangerous piece of road and I'm always in a hurry to leave it behind me!" replied the chauffeur.

four. (The Motor, April 5 1927)

WHOSE CAR?

A couple of weeks later, in the April 26 issue, this morsel appeared:

Old lady (interrogating her chauffeur's small boy): "Well, my little man, and do you know who I am?"

Small Boy: "Yes, you're the old lady what goes for rides in my daddy's car."

This story was supposedly true but, sadly, it was not reported how chauffeur's employer responded to the child's comment nor if there were any untoward consequences for his father.

TICKLISH SUBJECT

The same April 26 1927 issue of The Motor also contained the following period tale:

A man was taking his rather prim and proper maiden aunt out for her first ever ride in a motor car and after they had gone a short distance the engine stopped and couldn't be restarted. Help was summoned and, eventually, a mechanic arrived from the local garage. However, despite the mechanic's best efforts the engine still stubbornly refused to start.

Trying to be helpful, the driver suggested: "Tickle the carburettor."

The aunt, a dignified old dear, turned to her nephew and said: "James, don't be frivolous."

CAR WASHES

A year earlier, in the February 1926 issue of The Motor to be precise, on the 'News of the Week' pages was this somewhat disturbing report:

A survey of 445,987 American homes shows that 70 per cent of the householders owned motorcars, but only 59 per cent of these houses had bathrooms. In other words, motoring – not cleanliness – is next to godliness.

(It should be pointed out that, in England, the bathroom is the room which contains the bath. What



is nowadays called the bathroom in America would have been described as a toilet or lavatory in the 1920s)

WINTER DRIVING

Car Salesman (having given a long list of features): "And now we have provided frosted glass in the headlights in order not to dazzle passing motorists."

Prospective Purchaser: "But what happens when the weather is hot? How do you keep the glass frosty?" (The Motor, April 26 1927)

LUNCH BOXES

Surely only a British motoring magazine of the Twenties could devote nearly a whole page to the subject of preparing a picnic lunch, but it does provide a fascinating insight at how drivers and passengers coped with getting refreshments during a journey back in those days, well before drive-in restaurants existed in this country. The extract which follows comes from an article published in The Motor, May 18 1926, written by Barbara Budden, entitled 'Solving the Wayside Lunch Problem', and she begins by explaining that the best containers to use are: '...strong oblong cardboard boxes about 10 inches by 4 inches and 4 inches or so deep. This seemed a convenient size to fit into the luncheon basket that straps on the luggage carrier.'

But it is the contents Ms Budden suggests for the lunch boxes that make the most interesting reading: 'Line each box with greaseproof paper - this lengthens their life so much - and when preparing the luncheon basket fill each box with a complete meal for one person. A change from sandwiches is to put a portion of chicken - rabbit tastes almost nicer in the open air and can be cut into easily eaten portions! - ham, or some variety of home-made breakfast sausage and meat pasties

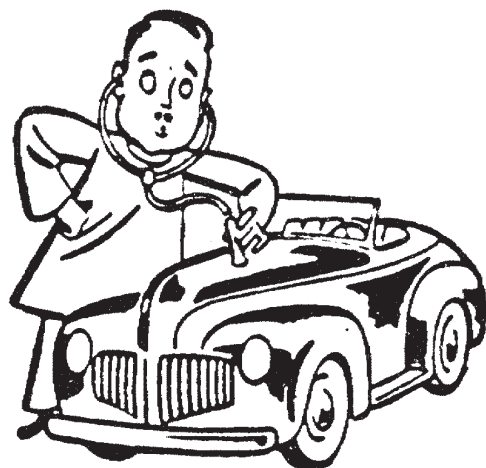
are also greatly liked. Do not forget a little portion of bread, pat of butter, knife, a little salt contained in a twist of greaseproof paper, salad, cheese, tartlet, or two open tarts stuck together to protect the jam, and fruit of some sort. Grapes, being possessed of some elasticity, are very useful for the purpose, as they can be made to fill up the odd corners so conveniently!

Each box should also be provided with a cream carton which can be bought at any dairy for about a penny. This makes a good non-breakable cup for a hot drink. If the whole is packed carefully into the little box with a lettuce leaf to keep the food fresh and a small serviette to cover the whole, an exceedingly dainty lunch is assured. A luxurious touch can be added with the addition of a tiny waterproof bag containing a small damp sponge. This is usually greatly appreciated by the women guests at any rate! The small boxes can be packed into the large luncheon basket, together with some vacuum flasks containing hot drinks.'

Wow, Ms Budden certainly believed in packing the food into a lunch box didn't she? However, I'm not too sure how appetising the 'elastic grapes' would be after a few miles on rough 1920s roads, and the idea of a lettuce leaf keeping everything fresh is certainly a new one to me! And while I can still distinctly remember enjoying delicious rabbit stews that were cooked by my mother back in the '50s I somehow don't think the notion of serving cold pieces of bunny meat would go down very well at a picnic today. On the other hand, a bunny burger or wabbit wiener is probably much healthier than a lot of the fast food on offer at the drive-thru' window...

Enjoy your meal!

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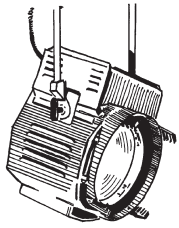


ISOA TECHNICAL ExSPURTS

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



SPOTLIGHT ON



TR 6
1969-72

EIGHTEENTH IN AN OCCASIONAL SERIES
BY BOB "SUDS" STREEPY



The TR6 is arguably the most iconic Triumph sportscar ever produced. Certainly, devotees of the sidescreen TRs would argue that the TR2-3 was the sportscar America loved first, and Spitfire owners would counter by reminding us that the Spitty outsold all other Triumph models. Still, a quick peek



at the current ISOA roster would demonstrate that TR6s outnumber all other models among club members. The TR6 is thought by many to be the last, and maybe even the best example of the British "Hairy Chested, Man's Car."



Michelloti TR6 prototype



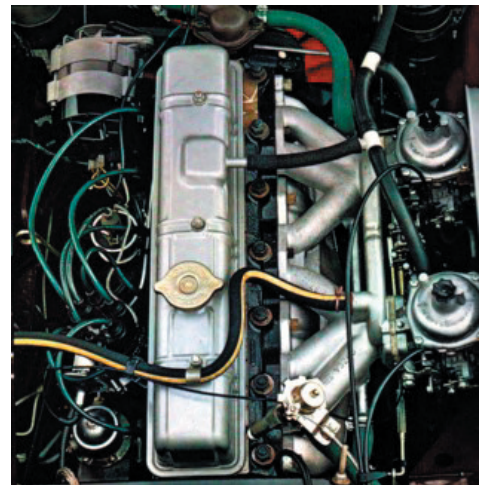
The TR6 first went on sale in North America in late 1968. It succeeded the six cylinder TR250 which was produced as a "fill in the gap" model until a new body shell was ready for production. Giovanni Michellotti, who had become the favorite stylist for Triumph, actually did produce an attractive design for the TR6 [see photo below], but the cost would have been prohibitive, and as usual, Triumph was operating on a tight budget. Karmann, the German company that had come up with VW Karman Ghia and had done work for Ford, Bmw, and Porsche, learned of Triumph's predicament and offered to come up with a body shell that would keep tooling costs down by keeping the area between the "A" post and "B" post virtually the same as the TR4/4A/250 shell. The design that Rolf Peichl came up with dramatically transformed the overall appearance of the car. The headlamps were moved out, changing the

hood line dramatically and eliminating the vestigial hood bulge. A new grille also radically altered the look of the car. The rear was also changed by putting the hinges inside the trunk, thus increasing the storage capac-



ity. The tail panel was painted flat black along with the rocker panels, giving the silhouette the appearance of being lower and longer than the 250.

Despite the new look, the TR6 was still powered by the same engine that had propelled the 250, and the performance of the TR6 was not sig-





nificantly better than earlier generation TR models. Unlike our overseas cousins whose TR5s came with 150 hp thanks to Lucas fuel injection, the North American “federalized” version had Zenith Stromberg carburetors and were rated at only 105 hp. The TR6 initially came with the Rostyle



hubcaps, which were mocked by contemporary critics as being a “boy racer” touch but now are highly sought after. The tires first offered in 1969 were Goodyear 165 15 HRs, but they were soon replaced by 185 HR 15 Redlines that are still closely identified with the car.

The front sway bar, which was an option on the TR4-250, was



now standard. The transmission was largely unchanged, although some internal mods were incorporated to handle the additional torque provided the six-cylinder engine.

The interior featured some minor changes and had deeper seatbacks and new pleating. The American early TR6s had detachable headrests which limited visibility but allowed the use of the flat tonneau covers from the 250. The dash was



still made of wood, and the gauges, like the 250, were the standard six white on black dial Smiths, although the tach graphics were modified slightly. Swiveling eyeball vents replaced the trapezoidal vent grilles from the TR4-250, and a tunnel mounted courtesy light was now standard.



The top had a sewn on “Scotchbrite” reflective strip around the edge, and the rear window had a zipper that allowed the driver to open just the rear for additional ventilation.

The 1969 North American TR6 was available in six exterior colors with four interior choices, although it is rumored that if a buyer was willing to wait long enough, dealers could order a color combination in any scheme the buyer might want. The first TR6s listed for \$3275

in 1969, plus optional wire wheels, tonneau, radio and/or overdrive and nearly 7000 TR6s, went out the door in 1969.

The 1970 TR6s were relatively unchanged, although the Rostyle wheels were dropped in favor of argent silver discs with black center caps. The windshield surround was also now painted matte black rather than body color, and the ignition switch moved from the dash to the steering column and was wired to an annoying ignition buzzer. The headrests were now built into the seats, and the tonneau covers had pockets sewn in to accommodate the new design. Late in 1970, the camshaft profile was modified, and the compression ratio was lowered to accommodate emission restrictions. Despite a \$200 price increase, Triumph sold more than 9700 TR6s in 1970.

In 1971, the radiator fan was changed, and the rear springs were changed to reduce rear end squat. The transmission was also beefed up by borrowing the more advanced roller bearing set up from the Stag, although the gearbox was still prone to thrustwasher and layshaft wear. Triumph sold nearly 11,000 TR6s in America that year.

The 1972 model was the last of the CC designated cars, and the modifications were relatively minor. The caliper threads were changed from imperial to metric, and there were some minor badging changes. The big changes, necessitated by increasing emissions standards, would come in 1973.

Next time, the CF TR6s.

Information sourced from:
Triumph TR6
 by William Kimberly, Veloce Publishing, 1995, England 1995 and
The Triumph TR5/250 and TR6 Companion
 by Steve Rossi and Ian Clarke, TRF Publications, USA, 1992



SPITFIRE TUBECTOMY
 TEXT BY KIM CASPER
 AS TOLD TO BOB STREEPY

On Saturday, January 23rd, several dedicated Coventry Irregulars ventured North to the frozen tundra of Kansasville, Wisconsin, to assist Kim Casper in separating his Spitfire from its chassis.

The contingent of flatlanders, or FIBs as they are affectionately referred to by the locals, consisted of Rick Paulson, Rich Scholl, Jim Doering & Cheryl, Irv Korey, Mike Blonder & Terry, and Thanos Kourliouros! The team assembled at Casper's around 9:00 AM and munched on homemade, hot cinnamon buns, nut bread, muffins, juice and coffee provided by Kim and Judy. After enjoying the tasty treats, it was off to Kim's workshop to

get down to the task at hand. All of the necessary prep work for the body extraction was done in advance, and the hood was placed on the trailer. The tub, which was not all that heavy but much too unwieldy for one or two people to safely move, was then lifted and separated from

the frame. Then, the crew toted the tub onto a trailer for transport to StripRite metal stripping & derusting in nearby Union Grove. After

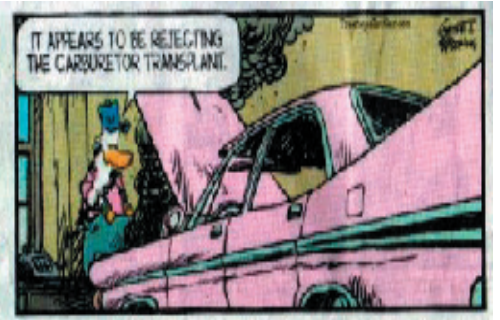
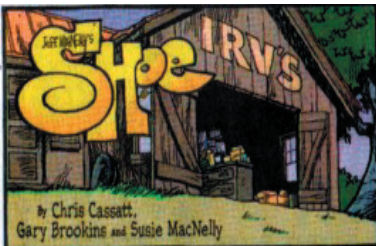


attaching a couple of tie downs and a bungee net, the move was complete. The stevedores pronounced the project a success, since no trips to the local emergency room were required, and all of the members still had possession of all of their digits after the job was completed.

When they got to the strip-er's, Rick pulled out the wad of singles from force of habit. At the strip shop, which many ISOAers toured on the fall campout and foliage tour last October, not much had changed. There were some different bodies, frames etc. in for rust removal scattered about. Ivan, who gave the tour last fall, proudly showed off the facility's new soda blasting/sand-blasting chamber, which was large enough to accommodate most full-bodied American cars. [It is actually a 26-foot foot box from the back of a straight truck lying on the ground]. After the Spitty was unloaded, Rick dropped of some carb parts to be soda blasted, and the group headed its separate ways.

Now, Kim need only to hope and pray that they remain in business for one or two weeks more, so they can strip the tub before he takes it to the body shop for panel straightening and paint. [It's too bad somebody hasn't figured out a way to dip a tub into a solution that does dent removal, too].

Next month, Snic Braaapp will run an exclusive exposé on OSHA cutbacks and how southern Wisconsin has inadvertently been omitted from periodic examinations for potentially lethal concoctions of toxins.



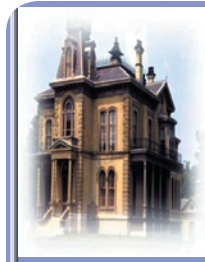


North American Triumph Challenge

2010

YEAR ROUND *Beach* RESORT

October 19-23, 2010



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



2010 6-PACK TRIALS
 OXFORD, OHIO
 SEPTEMBER 9 - 12

September 9-12, Oxford, Ohio

BRITISH CAR UNION PRESENTS
BRITISH CAR FESTIVAL

British Car Union
 P.O. Box 928
 Downers Grove, IL 60515
 Visit our website: www.britishcarunion.com

September 12th, Oakton Community College

HEARTLAND PARK
 TOPEKA

Kastner Cup Vintage Race Event at Heartland Park in Topeka, Kansas August 19-22. Triumph is featured Marque!
www.HeartlandVintageRacing.com

TRA 2010

HOLMES COUNTY OHIO
 TRIUMPH REGISTER OF AMERICA NATIONAL MEET

June 16-20th, 2010 Holmes County, Ohio

Tune Up Clinic

May 8th 8:00 AM until ??
 Control Systems Integration, Inc.
 1114 Rail Drive, Unit C Woodstock, IL 60098
 847-224-9871

Coffee, Donuts, Soda will be provided and we will place an order from Jimmy John's for lunch.

Special Deal for ISOA members!!

Vintage Sports Car

FREE 25-point inspection leading up to and including the day of the clinic at Vintage Sports Car [Next door to CSi] 10:00 - 3:00 PM April 3, 10, 11, 17, 18, 24, 25, May 8, & 9. Call for 815-337-4001 appointment.



The club transmission clinic has been postponed until further notice as a result of Steve Yott's knee replacement surgery. The tech session will be held as soon as Steve is sufficiently recovered. Stay tuned to SNIC BRAAAPP for further announcements.



Dear Editor,

We here at the Toyota Motor Company find ourselves in a position of having to dispose of a “few” extra accelerators that we would like to donate to the members of ISOA, especially those who own Mayflowers, 2000s, and Heralds. These devices will provide your currently underpowered autos with the capacity to rapidly accelerate, certainly a vast improvement over the stock set up provided by Standard/Triumph “back in the day.” We are in a position to make you a very good deal on these extremely well-engineered systems.

If any of your readers would like to upgrade their current fuel induction systems, by capitalizing on this once in a lifetime opportunity, please have them bring their Triumphs to the rear entrance of any of our dealerships after regular business hours and tell the service writer “Akido sent me.”

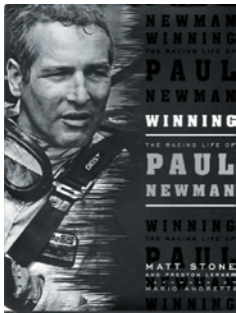


Dear Sir,

While we suspect many of our members who operate the Triumph Models you mention would appreciate being able to bring their zero to sixty times down to double digits, we suspect many of these owners have concerns about originality. Therefore, we have consulted with our esteemed expert in approved modifications in the Triumph fuel inductions systems, the renowned Sir Bentley Haynes. He has informed us that the changes you suggest would cause the owners to be subject to a ¾ point gig in any judged concours events, thus eliminating your system from consideration from any but the most highly modified cars.

PS - We do know of one '69 TR6 owner who is running currently triple Webers who would be interested in adding some “zoom” to his car, and he will be contacting you shortly to inquire about this set up for his car, just as soon as he is released from the Lake County Indiana jail

BOOK BRAAAPP



Hardcover:
176 pages
Publisher:
Motorbooks;
(October 9,
2009)
10.7 x 8.2 x
0.8 inches -
\$26.95

but also an owner and a fan of motorsports. He shunned the lime-light around the track and liked to be thought of as “one of the guys” rather than as a Hollywood celebrity.

To quote the book jacket, “Along the way. [Newman] won four national championships, scored class wins in the 24-hour endurance races at Le Mans and Daytona and took his final checkered flag only one year before his death, at age 83.”

Pat “Powerbulge” Lobdel had the good fortune to receive not one, but two copies of this book over the holidays, and he has graciously offered one of them as a raffle item at the March meeting.

This is far more than an ordinary coffee table book and is certainly a worthy addition to any Triumphistae’s library, and you might be the fortunate enough to own a copy for a the price of a raffle ticket.

Most Triumph aficionados are well aware that the late, great Paul Newman raced a former group 44 TR6 and won the SCCA national championship in 1976. *Winning* recounts that victory and follows Newman’s career from his role in the 1969 film from which the book takes its title to his death in 2008. Unfortunately, there is scant reference to Triumphs, but the book is nevertheless well worth the read.

In addition to being a film icon and a generous philanthropist, PLN was not only a respected driver



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*past president

Suds



FEBRUARY MEETING NOTES

Due to the fact that The Super Bowl took place on the first Sunday evening of the month, the February installment of the ISOA monthly gathering was held on St. Valentine's Day. [I don't know how this reflects on the club, but even on this "romantic" evening, there was still a turnout of close to fifty members, including Kim Casper who brought his wife to the meeting for a date - hence his new ISOA nickname, "Cupid." As has been the norm for the last few years, the meeting was held at Mack's Golden Pheasant in picturesque Elmhurst, Illinois. Bob Streepy called the group to order at roughly 7:10 PM and got the evening moving with a quick introduction of the board members. Next, he asked for any guests or new members to show themselves and to tell their stories. The only person to step forward was Mike Doody of Evergreen Park, who is the owner of a '59 TR3 A. As a side note, I have noticed that many of the new members as of late all own TR3s. What's up with that?

Bill Jensen, our resident peddler of regalia, announced that a new shipment of the winter stocking caps had arrived and that the inventory of all of the standard ISOA branded clothing and ephemera was in good supply. Please contact Mr. Bill to satisfy all of your ISOA apparel needs. Tim Buja took this time to report on the continuing upgrade to the club web site. Tim announced that a new online membership roster would soon be available, but it would be password protected to keep miscreants from accessing any critical informa-

tion. Also, if anyone has any Triumph photos that they would like posted, please contact Tim or Karsten.

Many of you may know that the transmission clinic that was scheduled for the 20th of February was postponed due to Steve Yott's knee replacement surgery. Mark Moore gave a short report on Steve's condition and recovery. Steve has helped many in this club keep their cars on the road, and we wish him all of the best and a speedy recovery.

Bob Streepy then recapped all of the excitement from the board of directors meeting. He summarized some of the possible activities that the club may still participate in this winter such as indoor kart racing. Next, he mentioned the disposition of the TTA Stag, which was recently sold and brought back home to Hampshire for a re-freshening before delivery to the new owner. Following the Stag update, Bob opened up the floor to anyone who wanted to discuss the progress on their ongoing projects. After that was a short discussion of past events, such as the differential clinic hosted by Joe Kaplon and the annual Big Bash. Full articles of these events appear elsewhere in this issue of the newsletter.

Jack Billimack provided us with a rundown of all of the upcoming events for the year. Please check the calendar in these pages or the new interactive version on the web site for more details of the exciting events planned for the new driving season.

Before the break Jim Aldridge performed a song entitled "Differential" written by Spinal Tappets keyboardist Dan Swanson and played to the melody of The Eagles "Des-

perado." Thank you Jim for a very heart wrenching performance.

After the intermission it was time for the raffle. This month's winner was Rick Paulsen. Instead of the usual grab bag prize, Rick opted for a special prize, graciously donated by Doug Clark, of a new Champagne British Car Day sweatshirt.

Finally, it was now time for the reason most people attend the meeting: the monthly Peter M. Roberts and Boomer awards. There were several omissions for the Peter M. Roberts award. First, Bob Streepy nominated Dave Kayson for extending his corporate discount on any Victoria British items ordered through Triumphant Restorations. Next, Kim Casper nominated Rick Paulsen, Rich Scholl, Thanos Kourliouros, Jim Doering and Cheryl, Terry Underhill, Mike Blonder and Irv Korey for helping remove a Spitfire shell from its frame and placing it on a trailer to take it to Strip-Rite for derusting. Mike Blonder then nominated Jay Holekamp for the use of a TR4 fuel pump. Lastly, Joe Felix nominated Bill Jensen for rebuilding a set of TR4A IRS rear hubs. The February award was given to Dave Kayson.

Lastly, came the Boomer award. There was only one nomination and that went to Mike Blonder for not installing the borrowed fuel pump in a timely manner and determining if that was the cause of his car troubles. Mike took home the ignominious prize.

Bob adjourned the meeting at 8:30. My apologies if I left anything out. See you next month.

Roamin'

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



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-

•**For Sale:** 1974 TR6 . Restoration has been started but need 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 fro 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]

•**For Sale:** 1973 TR6. Body, motor and interior in great condition. Garaged and covered when not driven. New Sunfast canvas top and tires in 2009. Roll bar, in dash AM/FM/CD, 4 speed. Restoration by ISOA club member. Car is in Lombard, IL and can be seen by appointment. \$16,000. Contact Glen Skrzypek at 630-234-6426. [2/10]

• **Parts Wanted:** Looking to buy a pre 1971 Triumph Spitfire differential or a post 1971 Spitfire differential with driveshaft (no overdrive). John O'Lear [JOLEAR@fpdwc.org] 815-685-1994. [2//10]

Happy Birthday

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

Marty Sieloff 3/01
Wally O'Brien 3/02
George Grumbos 3/03
Bill Kolton 3/05
Monnie Boylan 3/06
Mary Kurtzner 3/07
Pat Neis 3/10
Herb Crenshaw 3/11
Dave Kayson 3/12
Wayne Seyller 3/14
Patrick Adams 3/17
Diane Aubert 3/17

Karsten Kell 3/18
Alan Avery 3/18
Dave Kanzler 3/19
Dave Catris 3/19
Jay Holekamp 3/23
Kurt Schneider 3/24
Jack Hansen 3/24
Mike Sedlak 3/24
Bobby Lathrop 3/26
Mel Merzon 3/27
Joe Pawlak 3/27
Carl Geiger 3/30

NEW MEMBER

[memberships - 184; members - 256]

Mike Doody

9424 S Spaulding Ave., Evergreen Park, IL 60805-2239
Ph. 708/425-4297 EMail: m.doody@sbcglobal.net
1959 TR3A

COMING IN YOUR APRIL SNIC BRAAAPP

•**Swap Meet Report**

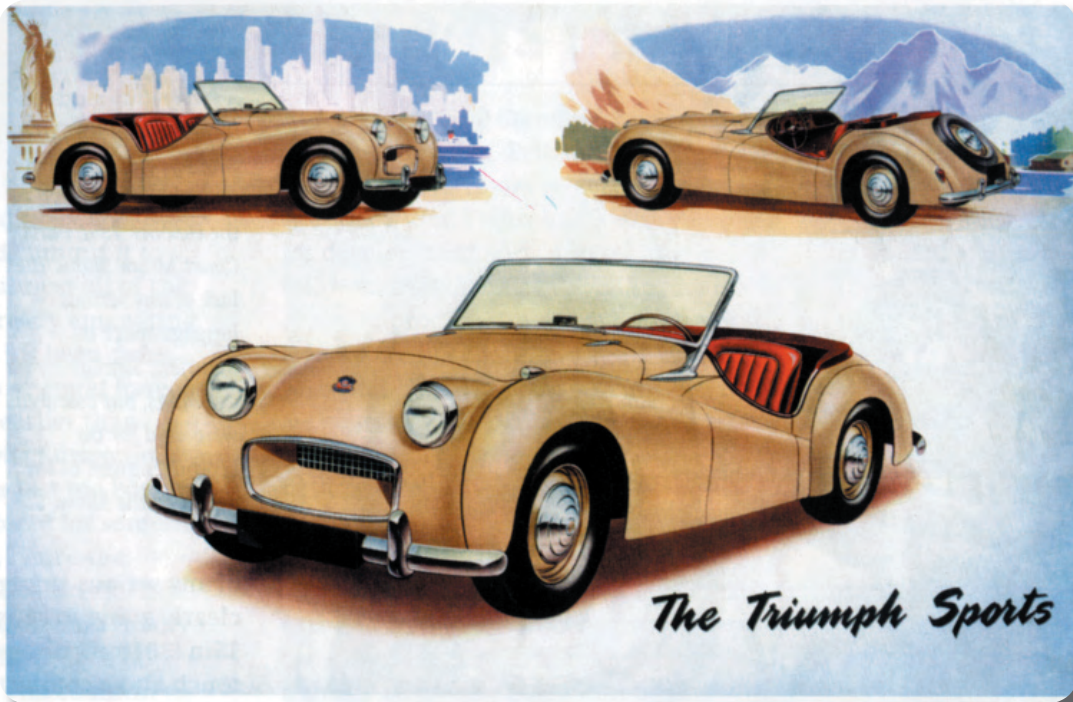
- CON "TR" IBUTIONS FROM ACROSS THE POND**
- **ChiliFest**

Lots More Stuff

On sale at sleazier newstands March 1st



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.



ISOA ON THE WORLD WIDE WEB

You can always get the latest news directly from the ISOA web site at <http://www.snrc-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

MARCH 2010



JIM DOERING'S 1963 TR4