



SNIC

BRAAAPP

AUGUST 2010

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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

DRIVE IN MOVIE NIGHT

TEXT & GRAPHICS BY JACK "SPUDS" BILLIMACK, AS TOLD TO BOB STREEPY



Billimack (TR6), Bob Crowley and Mary (Miata), and Steve & Janet Hale (Vespa). Chuck Montague, Mark Hattenhauer, Dave Kanzler and family, and Ed Krakowiak and family also attended, but they opted to drive more traditional means of transport. After an hour or so at the deli, the caravan of Triumphs, plus the Vespa and civilian vehicles, headed east on North Avenue for the one-mile journey to the theater, arriving a few minutes before dusk. Unfortunately for the Hales, the Cascade proprietors have a strict "no motorcycle" policy and refused to admit their scooter. Luckily, they lived nearby and were to able drive home and exchange vehicles in time to watch the previews of coming



continued on page 11

SOA MOVIE BUFFS GATHERED ON FRIDAY, JUNE 26TH, TO attend the annual Coventry Irregular cinematic extravaganza at the venerable Cascade Drive-In Theatre in West Chicago. This event, along with the ever-popular "White TRash Night," is one of the highlights of the club summer social calendar. In keeping with tradition, the group convened for some haute cuisine at nearby Augustino's Rock and Roll Deli around 6:30 PM. The diners included Joe & Kathy Pawlak (Spit), Rick &

Sue Paulsen (Spit), Jerry & Sandy Hurst (TR6), Joe & Roseanne Felix (TR4A), Bobby & Annie Lathrop (Spit), Rich & Dianne Aubert (TR6), Jack & Barb



INSIDE YOUR AUGUST SNIC BRAAAPP

- Mel Merzon on the History of Standard/Triumph
- Wisconsin British Car Field Day
- Dead Men Wear Plaid [Kilts, that is]
- Black Hawk: Camping & Racing ISOA Style
- New "Tractor Motor" Rear Main Seal
- Lots More Stuff



TEXT & GRAPHICS BY BOB STREEPY



THE ANNUAL BRITISH CAR FIELD DAY in Sussex, WI, took place on June 20.

More than a dozen Coventry Irregulars forsook the flatland to trek to the Milwaukee suburbs on Father's Day to participate in the event. Many of them convened around 9:00 AM at Linda's Wilmot Café for breakfast before embarking on the ninety-minute excursion to Sussex. The breakfast clubbers included Jay Holekamp [TR4], Murray Bruskin [TR3A], Jim Doering and Cheryl Holmes [TR4], Jack Billimack [TR6], Rick Paulson [Spitfire], Mark Moore [TR6], Steve Yott [TR4A], Peter Conover [Mini], and Thanos Kourliouros [TR3A], along with your humble and obedient scribe [TR6]. Following the usual sumptuous meal served at the official ISOA designated Wisconsin breakfast bistro, the group headed north under the guidance of Steve Yott. The weatherman cooperated, and the route included some very scenic terrain through the Kettle Moraine, and unlike the previous year's clusterflock, the group actually managed

to stay in formation all the way to the show without getting separated.

The caravan pulled in en masse around 10:30. After a bit of delay at the registration table, the cars were marshaled by their assigned make and marque, and the ISOAers set up camp in the shade behind the early TR6s. We soon met up with Jay's brother, Harry, [TR6] who along with his wife had driven over from Madison. Frank Cartright [TR7] also pulled in shortly after we arrived. Last, but not least, to arrive was Bob Steele [TR8].

The organizers enlisted the services of a local scout troop to provide refreshments, and there were a couple of vendors, one selling manuals and literature and the other hawking wax. Despite all of the recent rainfall, the center of the Sussex Park "crater" was not full of water, and, thus, the mosquito population was smaller than anticipated.

This show is always interesting, if for no other reason than to see the debut of some of the fresh restorations. There were a number of Triumphs from pretty much across the spectrum but nothing really out of the ordinary this year. Mark Moore's TR6 attracted a great deal of attention, not just due to its bright

paintwork but also for the extremely well integrated engine upgrades that he and Steve installed during its renovation. There was also a one-owner TR2 that featured some very rare rear spats [fenderskirts to the non-Anglophile]. A couple of people brought partially restored cars and displayed just the chassis of their "works-in-progress." In previous years, we have spotted some very rare cars in Sussex, including Kaiser-Darins, Tuckers, and some arcane British cars. This year the most unusual car was probably a prewar HRG.

The Illinois contingent gathered for a group photo around 1:00 PM and split up for the return trip to the Land of Lincoln. Frank, Murray, Jay and I opted for a return route along the Tri-State, but traffic jams around the IL-WI border convinced us to take secondary roads back to the western burbs. Lucille and I pulled into Snic Braaapp Towers around four after adding 204 trouble free miles to the odometer. Nice weather, first-rate roads, good friends, and problem-free performance by the Triumphs [unlike 2009 when two cars had to come back via flatbed] all added up to a pleasant day.

Suds



Top: ISOA members and cars at Sussex



Above L-R: Breakfast at Linda's, Caravanning from Wilmot to Sussex, Spitty's on display, Guzzler's Very yellow TR Six.

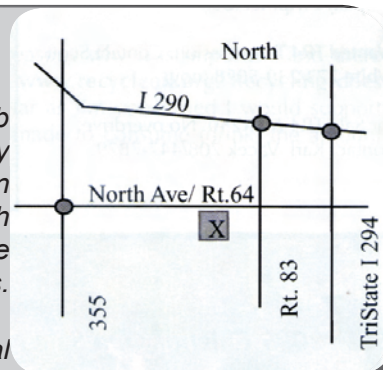
Left: One owner TR2, TR4s, Steve Yott's immaculate 4A engine bay,



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



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
AUGUST	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	8TH	SUN.	9:00 AM	23RD QUAD CITIES BRITISH CAR SHOW, EAST DAVENPORT, IA
	19TH-22ND			OPEN AIR CLASSIC, EAU CLAIRE, WI
	19TH-22ND			VINTAGE RACE AT HEARTLAND PARK IN TOPEKA, KS [TRIUMPH IS FEATURED MARQUE]
	27TH	FRI.	7:00 PM	ISOA WHITE TRASH NITE, SYCAMORE SPEEDWAY - RUN WHAT YOU BRUNG!
	29TH	SUN.		20TH ANNUAL ORPHAN AUTO PICNIC, KENDALL COUNTY FAIRGROUNDS, YORKVILLE
	29TH	SUN.		MILK PAIL CLASSIC CAR SHOW
SEPT.	5TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	9-12			SIX PACK TRIALS - OXFORD, OHIO
	12TH	SUN.		BRITISH CAR FESTIVAL, OAKTON COMMUNITY COLLEGE
	12TH	SUN.		THE SALISBURY CONCOURS D'ELEGANCE, DES MOINES, IA WWW.SALISBURYCONCOURS.COM
	19TH	SUN.		5TH ANNUAL CANTIGNY CAR SHOW
	26TH	SUN.		LAKE GENEVA CAR SHOW - DETAILS TO FOLLOW
OCT.	3RD	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	19TH-23RD			VTR, JEKYLL ISLAND, GEORGIA
	TBA			FALL TOUR & CAMP OUT
NOV.	7TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
DEC.	5TH	SUN.	5:00 PM	ISOA GO-KART CHALLENGE II, MELROSE PARK
			7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]

SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. All photos and disks will be returned upon request. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the author's and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. Discontinue reading SNIC BRAAAPP and consult your health care provider if symptoms persist for more than four hours. 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



SUCH A DEAL!!

ONE OF THE UNANTICIPATED OCCUPATIONAL benefits of serving as the chief executive of ISOA and newsletter editor is the somewhat steady stream of unsolicited "opportunities" that I receive for goods and services from various and sundry purveyors of car related ephemera. The sellers assure me that they have products that you, the ISOA member, just can't live without. They go on to explain how we should be grateful that we have been among the chosen few to receive these special opportunities. In the last month or so, I have gotten offers from jewelers, badge makers, software vendors, high-end custom jackets fabricators, and sportswear merchants. This was all in addition to the list of folks with cars and parts for sale that are listed in our classifieds who frequently send us multi-page text documents and dozens of full color 8 X 10 glossies that they want included on the pages of this fish-wrap. I must admit that there have been times, especially when faced with a blank page or two as a deadline approaches, that we have been tempted to include this stuff in order to fill up space, but so far, we have resisted the urge.

As long time members are well aware, we attempt to use some discretion in terms of allowing outside marketers to have access to

our membership, lest we become embroiled in any conflict of interest controversies. After all, we would not want to jeopardize the exceedingly munificent income that is generated from our editing/presiding duties. In most instances, we endeavor to serve as a firewall between you and the peddlers who are hawking the latest and greatest car paraphernalia, which they assure me you just can't live without.

Perhaps the current economic situation has brought some of these folks out of the woodwork lately, but I have a hard time imagining that our average member would drop five bills on a jacket embroidered with a Spitty, or even fifty bucks on a Zirconia bracelet that spells out "Herald." [Usually I refer these guys to Corvette or Jag clubs.] The other day I got an e-mail from a guy who was willing to "allow" me to include a two-page reprint from another newsletter of a piece extolling the virtues of his whiz-bang software package that would allow you to record all of your restoration/repair expenditures for only \$40.00 bucks, a full ten dollars off the suggested retail price, [but only if you act now because, as the Sham Wow guys reminds us, "We can't do this all day."] Maybe I'm just cheap, but an old check register seems to work just fine to record expenses, [until such time that you realize that you have blown your anticipated budget by about 100%, and you sheepishly toss your records into the nearest landfill and move on, vowing never to make the same mistake again].

Maybe it's the tough times, or the fact that I've been burned too many times by spurious claims, but as

we all know, if it sounds too good to be true, it probably is. Consequently, I'm inclined to screen most of this stuff from our general membership. Nevertheless, I don't feel comfortable keeping something that might actually appeal to some of our members, so I'll make this simple proposal; send me an e-mail every month or two if you'd like to hear about whatever new "stuff" I've received information on, and I'll pass it along to you personally. In the meantime, I'll tell my good friend Jugdish that Mr. Bob isn't going to order a gross of plastic ISOA tailpipe extensions from his factory in New Delhi.

*Ed Note: For any of you keeping track, a recent issue of **Old Cars Weekly** listed the 2009 winners of their Golden Quill Award and for the fourth consecutive year, **SNIC BRAAAP** was among the recipients. Ours was the only Triumph club newsletter to receive the accolade. I would like to express my sincere gratitude to everyone who contributed text and/or graphics to the newsletter last year, not to mention the tireless efforts of the head proofreader. It would not have been possible without your assistance. Many thanks and keep those stories and pictures coming.*

Suds





THE STANDARD/TRIUMPH STORY A BRIEF HISTORY

TEXT BY MELVIN S. MERZON

ISOA MEMBER AND PROUD OWNER OF A 1947
STANDARD 14 DROPHEAD COUPE AND A 1947
TRIUMPH MODEL 1800 ROADSTER

THE MAY, 2010, ISSUE OF **SNIC BRAAAP** reprinted Tony Beadle's history of the Triumph badge outside the UK. With a salute to Tony, may I add to his historical overview.

The Standard Motor Company was founded by Reginald Maudslay, in 1903. In 1912, the company was purchased by two men, one of whom was Siegfried Bettmann, who had previously founded the Triumph Motor Cycle Company, later to become the Triumph Motor Company. In 1914, the company went public.

During the WWI years that followed, Standard produced over 1000 military aircraft, returning to small car production in 1919. By 1924, Standard had a good share of the English market, but by the late 1920s, it fell upon hard times due to falling sales and corporate mismanagement.

John Black became a Managing Director in 1929. It was he who was responsible for undertaking the supply of chassis and engines to external coach builders, including Jensen, Avon, and Swallow, the last of which would one day become Jaguar with John Black at its helm. Maudslay left the company in 1934.

Throughout the 1930s with the new management, the company's sales well improved with the introduction of a number of popularly styled new models, each successively better engineered,

with improved engine design and increased horsepower.

With the advent of World War II in 1939, while the company produced a number of vehicles for military use, its primary product was the Mosquito aircraft. With the war's end in 1945, came the company's return to its car production.

Perhaps the most important post-war event was the Company's 1945 purchase of the then bankrupt Triumph Motor Car Company, arranged by John Black for £75,000, establishing it as "Triumph Motor Company Limited," a wholly owned subsidiary of Standard's. At that time, as well, the company began the manufacture of the Ferguson tractor.

Alongside a range of newly designed Triumphs, including the introduction of the famed TR series, Standard continued to build cars under its own name, including the Standard 14 Drophead Coupe in 1947. At the same time, the company began production of its Triumph Model 1800 Roadster, later increasing its power with Model 2000. The final Roadster appeared in 1949.

The ensuing years saw the production of additional Standard passenger vehicles, but sales figures began to slide. In 1954, the company brought to market a 2 liter 4 cylinder wet sleeve engine with 68 BHP, many of which were installed in Ferguson tractors being exported to the U.S. In the same year, John Black left the company, with his long-time personal assistant, Alick Dick, taking over.

In 1958, Standard introduced its Atlas panelvan and pickup, which turned out to be

greatly underpowered. To remedy this, the company produced its Standard 1670 cc engine, the same power plant which was being installed in the TR2, the TR3, and TR4.

Sales of the Standard brand continued to decline, while the Triumph name and vehicle were gaining in popularity, particularly in North America. As one way to cope, certain Standard vehicles were badged as the Triumph Herald.

In 1960, the Standard Triumph company was purchased by Leyland Motors, Ltd. for £20 million.

The last Standard was produced in the UK in 1963, with the last Standard Vanguard models being replaced by the Triumph 2000. The sale of Triumph cars continued to increase as Leyland Motors became British Leyland Motors, later to be purchased by the Rover Group. By now, the Standard brand had disappeared, the company's name having been changed, as well, to the Triumph Motor Company.

In 1994, BMW acquired the Standard and Triumph assets with its purchase of Rover Group. When, in 2000, BMW sold Rover, it retained the Triumph and Standard brands (along with MINI and Riley). British Motor Industry Heritage, Ltd. bought title to the company in 2001.

Here would have ended the tale, but for those of us who own, treasure, and run our beloved Standards and Triumphs and who participate in the activities of the Standard Motor Club, The Triumph Roadster Club, Ltd., and ISOA.



RETURN WITH US NOW TO THOSE THRILLING DAYS OF YESTERDAY AS WE TRAVERSE THE WORMHOLE OF TIME BACK TO THAT WILD AND WACKY YEAR 1985. EVERYTHING IS JUST AS IT WAS THEN, ONLY THIS TIME YOU ARE THERE!



FLASH BRAAAPP AUGUST, 1985

CAN IT BE A QUARTER CENTURY ago that ISOA hosted the VTR convention at Pheasant Run in St. Charles? Hell yes!! It was in August 15-18 of 1985 that we hosted the national convention. The August, 1985, **SNIC BRAAAPP** under the capable editorship of the Brothers Manteno [aka Irv Korey and Kim Joiner] contained eight [8!] pages of hand typed material. [Bear in mind that technology, not to mention Kim and Irv, were very crude in 1985. Come to think of it, Irv is still pretty crude.]

The 2nd page contained the names of three new members [Jeff Kahl, Mark Ortega, and Terry Lee]. There was also a call for

volunteers to help with a rally scheduled for Sept. 1st.

The main focus of the newsletter was to encourage members to come to Pheasant Run to participate in the convention or as it was then referred to: "The Challenge."

Several members had recently participated in a slalom hosted by the Lake Region Sports Car Club. The fastest time of the day was turned in by ISOA's Bill Reutsche.

Member Gary Allen had a fire in his Spitfire, but he solved the problem and went on to complete another run and recorded one of the fastest times. The fastest time in the Ladies class was recorded by Peggy Tiffany in a TR6.

In other competitive driving events, Kim Joiner participated in two SCCA rallies in Kentucky and took over the national points lead in rallying.

There was also a rally that brought out several Coventry Irregulars, including Bob Erikson, Peggy Tiffany, and Bob Steele. The newsletter alleged that Earl Wright also took part, but we find that extremely hard to believe, since we never observed Earl drive over 1500 RPM.

The letters to the Editors included prosaic offerings from a Ford Plant assembly line worker, Rocky Balboa, John Doe, Marlin Perkins, A. Schmuck and a few others that modern decorum prohibits us from disclosing.

In addition to the upcoming VTR convention, the schedule of activities included the dates for the next several meetings held then at the old Roundup Saloon in Hillside and the Hoosier Auto show that was scheduled to take place on the infield of the Indianapolis 500.

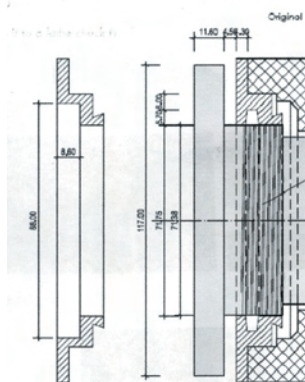
The August, 1985, Marketplace included a highly modified 1969 TR6 for \$6800.00, a TR8 convertible with hardtop, a TR7 that needed work [didn't they all?], and a 1959 TR3 offered by its 2nd owner. BYO magnet.

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

NEW WETLINER FOUR REAR MAIN SEAL

TEXT AND GRAPHICS BY
BOB STREEPY AND STEVE YOTT



In **Leanings**, a collection of essays on Motorcycling, the outstanding automotive journalist and British car owner Peter Egan queried, "What is it about, I wondered, that so mystified and eluded British engineers when it came to the design of gaskets, seals, and mated surfaces. They never seemed to get the idea, right up until the end, that fluids belong on the inside of an engine, while fresh air and sunshine belong on the outside, and that there is seldom any real advantage in having these disparate elements swap side, except in the combustion of gasses."* While Egan was ostensibly referring to British Bikes in this particular column, the same certainly seems to hold true for British cars as well. According to VTR racing advisor and veteran wetliner engine builder, Joe Alexander, there are more than twenty locations on the block of a Triumph wetliner engine that have the potential to leak oil. Certainly, the most problematic of these is the rear main seal.

STANDARD TRIUMPH REAR MAIN SEAL [AKA THE SCROLL SEAL]

The stock TR2-4A "sling" seal has a threaded scroll cast into the aluminum housing riding approxi-

mately .010" from the crankshaft. The crankshaft in turn has a like-threaded scroll machined onto its surface. The rotation of the crankshaft effectively drives the oil back into the engine through a small tube leading to the oil pan. This design does not provide an airtight seal because of the necessary clearance of the seal to the crankshaft, but it is reasonably effective while the engine is running. However, when the motor is shut down, the residual oil from the scroll will migrate through the seal and out the back of the engine, often soaking the clutch, not to mention the garage floor or driveway. This phenomenon has resulted in the well-known "marking its territory" running cliché about Triumphs.

ROVER STYLE NITRIL LIP SEAL

One popular modification to the original design that has been widely used by rebuilders to combat rear main seal oil leaks is the split "Rover lip seal." This seal, with its attendant aluminum carrier, is available from several of the major Triumph parts supply houses. It has a split design, which allows it to fit over the rear flange of the crankshaft. The aluminum housing is designed to mount so that the seal is in the center of the sealing area of the crankshaft. It replaces the original scroll seal. The seal itself was actually designed for a Rover engine, and it is constructed of inorganic material called Nitril. However, the heat and friction created by the crankshaft can exceed the design capability of Nitril, leading to possible failure - and, as a result, leaks.

The major modification that must be made when using this seal is the removal of the scroll area on the crankshaft. This should only be done at a machine shop with an experienced crankshaft grinder. The process requires time and skill and

will most likely add at least \$100.00 to the cost of the rebuild. This outlay, plus the purchase price of the seal kit, will add to the rebuilding price. The Rover seal has its share of rebuilders who are well satisfied with it, as well as those who don't care for it since it, too, is known to leak some oil. Triumph engine builder Steve Yott, who has used the Rover lip seal system on several rebuilds, has found that by being very careful during the installation of this seal, any oil leaking is kept to a minimum. He believes that the problems associated with the Rover style seal may often be a result of improper installation and/or the premature wearing of the Nitril.

MARX VITON SEAL

Recently, a third seal (The Marx seal) has been designed by German vintage racer Christian Marx. It uses the original scroll seal housing along with a custom lip seal bedded into a recess machined in the housing. Theoretically, this design provides advantages over both other systems. It is less expensive than the Rover Lip seal, since there is no need to machine the crankshaft scroll. The other attractive feature is that this seal is made of Viton, a superior material to Nitril for this application, since it has higher heat resistance. Viton can resist temperatures up to 450 degrees and also has better wear characteristics in order to withstand the wear caused by the rotation of the crankshaft. The builder only needs to purchase the custom seal and either machine or purchase a pre-machined scroll seal body. As a result, rebuild costs should be less than with the Rover design. According to Christian, "The main idea is to have the best of both, the wear of the stock seal that will last for ages - and the split lip seal that will catch oil that would otherwise leak through

the stock seal assembly. Even if the rubber seal fails, the stock seal will remain intact and continue to work.”

Word of this new product was “leaked” [pun intended] onto the Triumph e-mail list in the spring of this year. Since Steve Yott and I were about to commence rebuilding the motor of my project TR4. We read the announcement of an improved seal design with great interest. I contacted Joe Alexander, who was working with Christian in field-testing the new seal in a race cars and who had agreed to be the North American representative for the Marx Viton seal. I explained to Joe that my engine was about to undergo a rebuild and offered to buy one of his seals in order to write a review for The Vintage Triumph. Joe was gracious enough to send me a prototype seal to use for the story.

Steve has rebuilt numerous ISOA tractor motors, including his own, Mark Moore’s Mike Blonder’s, Jay Holekamp’s, my TR3A, Lars Sullivan’s, and Murray Bruskin’s, [not to mention the TTA Stag V8 which covered 18,000 trouble free miles last summer!]. He was very intrigued by the design of the Marx seal, and he carefully examined the text and graphics that Christian provided. After studying Christian’s design, Steve formulated the following step-by-step plan to install the seal.

Purchase the Viton seal and garter spring*, and fabricate [or purchase] a pre-machined scroll seal body.

- Remove a small portion of seal to ensure the weep hole will remain open after assembly.
- Lightly sand the edges of the aluminum seal housing on a flat surface with 320 Emory paper to remove any high spots etc.
- Pre-fit the flywheel to the crankshaft and either machine or grind the flywheel bolts to ensure they do not

extend beyond the crankshaft flange and into the Viton seal.

- Fit the crankshaft to the main bearings without the seal components. [Steve measured the crankshaft diameter and then checked the main bearing bores with a bore gauge as a first measurement. Then he used “Plasti-Gauge” to confirm the bearing clearances.]



- Remove the crankshaft and dry fit the machined scroll seal housings to the seal opening using the setup mandrel. Once these are fitted, apply sealant to the mating surfaces (not the edges) of the seal halves. Ensure that the rear main bearing cap is torqued to spec and then attach the seal housings. With the mandrel in place, tighten the seal halves to the block and main bearing cap. Remove any sealant from the weep hole that may have entered during the seal tightening. [A shot of compressed air will accomplish this.]

- Remove the main bearing cap and install the Marx split seal on the crankshaft and install the garter spring. Position the seal against the rear crankshaft flange.

- Using a black Sharpie, draw an alignment line on the bottom seal half that is in line with the weep hole. With a silver Sharpie, draw a line around the Marx seal in alignment with the notch cut for the weep hole. This is a critical step in order to keep the seal and the weep hole in alignment during assembly.

- Apply a light coat of sealer on the circumference of the Marx seal and place the silver alignment mark in the “up” position. Slowly lower the crankshaft into the main bearing saddles. Be watchful of the position and alignment of the Marx seal.

- Put a light amount of sealer to the edge surfaces of the scroll seal and install the rear main bearing cap and snug this up.

- Install the remaining bearing caps and torque all to spec.

- Visually line up the weep hole marks drawn on the Marx seal and the scroll seal shell; rotate the seal if necessary to line up the marks. Using a pair of flat screwdrivers, press the Marx seal into the scroll seal body until it seats and fit the garter spring. Do this procedure gently to prevent damaging the Marx seal. The Marx seal will protrude from the aluminum body by approximately a 1/16,” so do not use any more pressure than necessary.



By early July we had the block, head, and crankshaft back from the machine shop, and we began to assemble the bottom end of the engine. Steve started by pressing the cam bearings and cylinder liners in. Then we washed the block with mineral spirits and detergent to remove any “swarf” from the machine shop. Then, we applied a coat of paint to the bare block and head. Steve then checked the seal holder “clamshells” to make sure that the mating surfaces were true. He lightly

sanded them and held them up to a light to make sure that there were no imperfections that might allow oil through. After double-checking all of the dimensions, Steve trial fitted the seal holder and the main bearing caps before placing the crankshaft in the block. Then, he inserted the alignment tool he had custom fabricated specifically for this project into the rear of the block. He checked again to make sure that the clearances were just right. After making any adjustments to confirm that everything was accurate, he installed the crankshaft and torqued the main bearings.

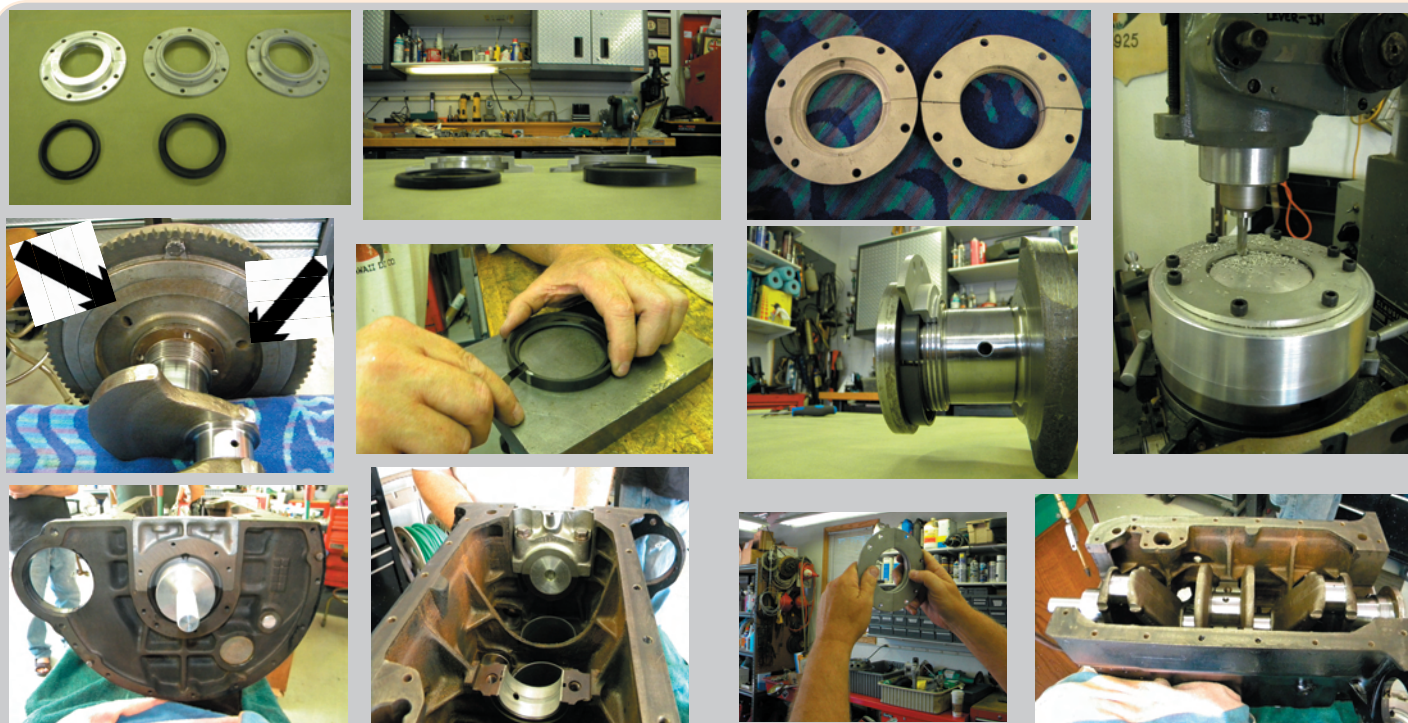
The remainder of the assembly was routine. Steve installed the camshaft, the pistons connecting rods, and lower end internals before moving onto the head and valve train.

Upon competition of the rebuild, Steve reflected back upon the project and compared the Rover Lip seal to the Marx Viton seal. From the standpoint of a technician, he felt that it took a bit more time to set up for the installation of the Marx seal than with the lip seal. [It should be noted that this was, after all, the first one of these that he had done, and that subsequent installations will probably proceed more quickly, especially without me getting in his way.] He speculated that the skill required for installing this system might be a bit greater than with the lip seal, due to the many critical measurements and trial fits needed. But then again, with any new procedure, there is the inevitable learning curve. It stands to reason that someone who has rebuilt several tractor motors using the stock or Rover seal will need to spend a little more time the first time

they switch to the Marx design.

He felt that Marx seal appears to be extremely well thought out and designed, and it should exceed the other two in terms of wear and resistance to leakage.

In any case, the proof will be in the pudding [puddling?], so to speak. The engine, along with the chassis, transmission, overdrive, and differential are all rebuilt and in place, but the bodywork is still not finished. I hope to fire up the engine this fall. After the initial startup and run-in, I suspect that all eyes will be on the floor of Steve's garage to see how dry it is. At least for now, there are no signs of petroleum on the ground, but then we haven't put any oil in it yet. If this seal accomplishes its objective, the extra effort will have been well spent. In any case, stay tuned to Snic Braaapp for a follow up as soon as we can get the car on the road.



Top [L - R]: Lip Seal, Marx Seal & Scroll Seal. Lip Seal [L] Marx Seal [R], Marx Seal Holder [L] Lip Seal Holder [R] note the deeper recess machined into Marx seal holder, Milling Scroll seal to accomodate Marx Seal.

Middle [L-R] Trial fitting flywheel - note bolts have been shortenend to avoid damage to Viton. Notching Viton to allow oil to flow back into sump. Seal in place on scroll of crankshaft.

Bottom [L-R]: Alignment tool centering seal holders as seen from rear of engine. Alignment tool as seen from inside engine. Checking to make sure mating surfaces of seal holder are true. Trial fitting crankshaft in block.



On June 19th we assigned our ace Oak Brook general assignment correspondent, Dave "Rumpus" Kanzler, to the St. Andrews Highland Games to check out the British cars on display. The following article is his very "unique" and amusing take on the show.



DEAD MEN WEAR PLAID KILTS

TEXT & GRAPHICS BY

DAVE "RUMPUS" KANZLER

IT WAS A HOT AND STICKY NIGHT, THE KIND of weather where you regretted not dousing the "boys" with a little baby powder to keep the jock itch at bay. I was in my office on the twelfth floor of the Acme building in a city that knows how to keep its polo ponies when the phone rang. I answered it in the usual way, "Rumpus Ventura, Car Detective, how can I help you?"

It was "Suds" Streepy, head of an outfit known as the ISOA, a man not to be trifled with.

"Rumpus, I got a job for you," he said. "Whatcha got? You need me to tail a hot red Ferrari driven by a long legged blonde? Or maybe retrieve a Masseratti taken by some guy's wife who ran off with the pool boy? You need me to run down a lead on a Mercedes Gullwing sitting in a barn for 50 years? Want me to tail any white Ford Broncos?"

"Naw, nothing like that," said Suds. "We got a report of some outfit known as the St. Andrews Society holding a British Car show at something called the Highland Games. We gotta find out if it's legit. We need the skinny, the scoop, the dope on these guys, see if they are the real deal. We don't want anyone muscling in on our territory. We need you to register your TR6 and infiltrate the Society, check it out, and give me the full 411. The show is being held at the Polo Grounds in Oak Brook, which

is where you live, so no one will suspect you."

"OK, Suds, I'll do it, but I want my usual fee plus expenses." "Don't push it Rumpus, I'll give you the usual fee, but no more, unless maybe you want one of your Strombergs to suddenly go missing."

"OK, Suds, no reason to get tough

on a guy, I'm just trying to earn a living here." I went down to my favorite tavern, the Six Pack, and dropped a dime with the bartender Jimmy who hears things around town. "So Jimmy, what do you know about the St. Andrews Society?"

"From what I hear they are a group dedicated to preserving Scottish tradition and promoting Scottish culture, but that's all I know, honest Rumpus," said Jimmy.

"Yeah that's what they all say Jimmy, that's what they all say...."

I arrived bright and early the day of the car show, and it was real organized, real smooth. I got to a nice spot on the grass despite an inauspicious entrance with steam pouring out from underneath my hood. (Turns out coolant was leaking from the heater control valve. Someone suggested opening the heater valve, and that stopped the leak.) The show had only 12 vintage British cars (and three late model "posers"), but what it lacked in quantity, it made up in quality with a nice E-Type, Rolls Royce, Bentley, three MG's (TA/TF), older Land Rover (think Daktari), a Lotus Elan, a Lotus race car, and three "real" Mini's.



Whether it was the flawless weather or the siren song of the Pipes, the crowd was large and enthusiastic, and as the only Triumph in attendance, I was busy all day listening to the steady stream of, "Great TR6, my cousin had one, etc. etc." This is a great show to bring the kids or grandkids to with plenty of fun and games and activities for them like a birds of prey exhibit, dog show,



sword fights, miniature golf, dancing and bag pipe competition, bands, etc. It was a nice change from sitting on asphalt with nothing to do but compare car breakdown stories.

I called Suds that night and gave him my report. "I don't know Rumpus, this sounds like a puff piece to me. What happened? Did some dame get to you and you've gone soft?"



"Look here Suds, you asked me for the straight skinny on this, and that's what you got. This show is the real deal, the real McCoy. Sure, it wasn't the biggest I've ever been to, but it was well organized, the people were friendly, the grass was green, and the beer was cold. The power has gotten to you Suds, you've become cynical and jaded. There are still nice people in the world, and today a lot of them were at the Highland Games admiring British cars."

"OK, Rumpus, OK, don't get your kilts in a knit...."



continued from page 1



attractions. The contingent parked together, and the cars attracted a crowd of curious onlookers as the ISOAers answered questions from

the moviegoers. Mark Moore and Tammy arrived in his TR6 too late to participate in the repast and had to make do with snack bar food, but they did arrive in time to make the first showing.

As the sun set, the patrons of the cinematic arts settled into their lawn chairs and prepared for the featured entertainment, **Toy Story III** and **Prince of Persia**. Rich Aubert even improvised a footrest using a scissors jack to assure all of the comforts of home. **Toy Story III** was shown first, and according to esteemed film critic

MOVIE NIGHT [CONT'D]

Mark "Guzzler" Moore, it was clearly the better of the two flicks. The night-cap, **Prince of Persia**, according to Guzzler "sucked," and prompted some to leave well before its 1:00 AM conclusion.

Still, the event is always popular despite the quality of the cinematic fare. The quality of the movies is a distant second to a "Triumphant" evening under the stars with good friends, who provide far more laughs than the movie makers.



Top: Mark Hattenhaur and Joe Pawlak visit with Rick and Sue Paulson before the curtain goes up.

Above L to R. The Kanzler's enjoy Augustino's fare. Rich Aubert relaxes in improvised "recliner." The marquis of the Cascade

L-Jack and Barb Billimack model the latest Possum headgear. R-Dusk settles on ISOA moviegoers



Shoe



*The Guzzler prepares his film review of **Prince of Persia**.*

Blackhawk Farms Raceway



TEXT BY MARK "SILO" FISHER
GRAPHICS BY JACK BILLIMACK AND
KARSTEN KELL

THE BLACKHAWK CLASSIC HAS IT all, chicks, drugs, fire trucks. Wait, that was **Bachelor Party**. What the classic has is vintage racing, camping with friends, and antique planes. The best part is that camping is free with tickets to the race.

We planned to come out on Friday night, but with rough weather looming, we held out for Saturday morning. Lorrie-Ann talked me into loading the gear into our '54 Lincoln Mexican Road Race Car, which doubles as our Wagon Queen family truckster.

As we were pulling into the Raceway, several Bi-Planes were in the landing pattern. The airfield is right next to the track, and throughout the weekend, a bunch of cool planes were on hand, both on the ground, and in the skies over the track. We

quickly ran into Spuds, Irv, Karsten Kell & Ed Mitchell.

We watched a wide range of cars out on the track all day Saturday, including the maiden voyage of Dennis DeLap's beautifully prepared TVR, Joe Alexander's Ambro, a unique Triumph based sports racer, Pat Morse's MG, and a host of other beautiful cars of all marques. After racing, we set up camp, and we joined Pat Morse and Bob Steele for a beer.

As things were wrapping up after dinner on Saturday, I heard the unmistakable sounds

of a garage band warming up. I immediately made a quick dash to the car for my stash of harmonicas, and I zeroed in on the tech barn. I was able to mooch a guest seat in the band for a few songs. [Now if I can just perfect the technique, maybe I can up my game and mooch racing rides like Burt Levy.]

The racing on Sunday was great to see with 'Vettes and Mustangs driven like they were stolen, and a 1938 MG special trading places with a 1933 Flat-head powered Indy car, lap after lap. My friend Rick even won his class in his Porsche 356.

The weekend provided our family with a really most memorable event and one we hope to attend again.

Silo



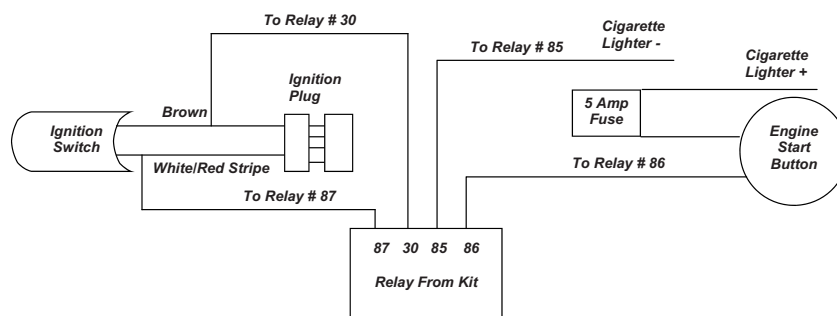
*This article below appeared in the June 2010 issue of the **Triumph Wedge Owner's Association** and was submitted to **Snic Braaapp** by **Ed Krakowiak**. It appears here with the permission of the author. Ed*



OKAY, SO WHY DO YOU NEED AN ENGINE start button installed on your Wedge car? Well, the answer is you don't. But to kick

up the cool factor on your Wedge a notch, Demon Tuning UK makes a really nice inexpensive kit that sells on eBay (key-word search "Engine Start Button") for \$22.95, which includes free shipping. The nice thing about the kit is that the actual engine start button will go right into the spot where the cigarette lighter is located, and the kit comes with everything you will need. Once installed, the engine start button has a nice stock appearance as if it was originally installed with the car.

To facilitate installing the kit, remove the radio. This will make access much easier. Disconnect the power lead from the back of the cigarette lighter. Test the power lead to the cigarette lighter with a test light. This lead will be hot even when the ignition is OFF! Mark the lead as hot and put it to the side to utilize later. Disconnect the ground wire from the cigarette lighter. Mark the lead as ground and put it to the side to utilize later. Remove the cigarette lighter from the car. Basically, the outer barrel housing unscrews from inner barrel housing from the back. Disconnect the courtesy light from the cigarette lighter. Save the old cigarette lighter and courtesy light in the event you ever decide to put your car back to stock. The installation instructions that come with the kit are basic and not specific to the TR7/8. However, the basic principle does apply. I have figured out the wiring installation for the Wedge



already and have provided the wiring schematic here. First, it is a good idea to obtain either a glass or spade type in-line fuse holder with leads.

- Put in a 5 amp fuse. I was able to use a bullet connector to connect to the old power/hot lead to the cigarette lighter. You can easily cut the old connector off, but this will make it hard if you choose to ever put the cigarette lighter back in the car.

- Connect the old cigarette lighter lead to the in line fuse leads and then the other lead to the one of the two spade type connectors on the back of the engine start switch. Be sure to tape or shrink wrap all of the connections.

- Install the engine start button in the spot where the cigarette lighter was.
- Next, install the relay provided with the kit. I simply put it under the dash below the fuel gauge and used one of the existing screws to mount it.

- Connect the other spade connector on the engine start button to the relay terminal marked #86.

- Attach the old ground wire from the

cigarette lighter to the relay terminal marked #85. At this point, every time you depress the engine start button, the relay will click (with the battery reconnected). There should be 3 wires that are much heavier gauge than the other wires coming from the ignition switch. One is brown, and the other is white with a red stripe. •Disconnect the positive battery terminal. Using heavy duty yellow scotch connectors provided with the kit, splice one of the red wires from the kit to the heavy gauge brown wire off the ignition switch and connect the other end to relay terminal marked #30. It is best to splice into the ignition switch between the ignition switch and the ignition switch plug. This way you will not be splicing into the main wiring harness of the car.

- Using the other connector provided with the kit, splice the other red wire to the white wire with red stripe off the ignition switch. Connect the other end to the relay terminal marked #87.

Finally, tidy everything up with some tie wraps and double check all the connections. Re-connect the positive battery terminal. Be sure to put your transmission in neutral. Turn the key in the ignition switch to the "ON" position and press the engine start button. The engine should turn over and start.

With this setup, you can still turn the engine over using the key as well. The set up works well and looks cool too.

Ed Krakowiak





White TRash Night
Friday, August 27th
Sycamore Speedway



The Salisbury
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An annual celebration
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[www.salisbury-
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British cars are fea-
tured this year.



September 9-12
Oxford, Ohio

23rd Annual British Car Show
Sunday, August 8th
9:00 AM - 2:00 PM
East Davenport, Iowa



20th Annual
Orphan Auto Picnic
Presented by
Chicagoland Corvair Enthusiasts

Sunday, August 29th
(rain or shine)
Kendall County Fairgrounds
Just West of Route 47, on Route 71,
near Yorkville, IL

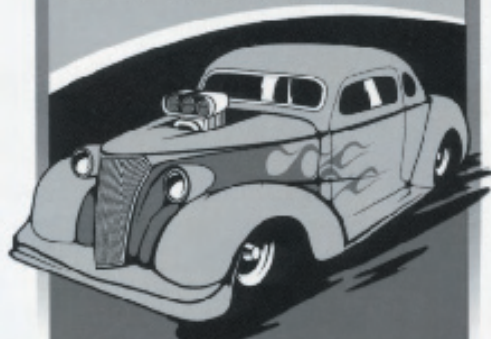
JEKYLL ISLAND
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North American Triumph Challenge

2010

October 19-23, 2010



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

CANTIGNY CAR SHOW

CANTIGNY
Proud Sponsor of the Cantigny Car Show

5th Annual Cantigny Car Show 9-3
Sunday Sept 19th.

Meet at Jay Holekamp's [133 Denada Dr.,
Wheaton at 8:00 AM

Last Call for ISOA Photo Contest!!!

Snap a couple of high res. shots of your Triumph, and you could be the inaugural winner of this prestigious contest. The top twelve shots will be featured in the 2011 ISOA Calendar and on the "Rear View Mirror" of this award winning newsletter. Send your graphic magnum opus to "trstreep@sbcglobal.net" Winners will receive a complimentary calendar [a major award!] and the unending gratitude of a grateful newsletter editor. Deadline is September 1st, 2010.

Decision of the judges is final, maybe..





Dear Editor,

An important component in my anger management training is to make amends to any of those whom my actions may have offended. Therefore, I would like to publicly issue an apology to the ISOA Cub fans who may have been disheartened by any of my recent actions. I sincerely regret any dismay that my behavior may have caused. I would like to let everyone know that I have learned the error of my ways, and I can assure you that I shall keep my emotions in check when I return to the friendly confines.

Big Z



Dear Carlos,

As per our editorial policy, which includes printing anything that will fill space in this birdcage liner, we will publish your letter, but we should inform you that, as much as you or the rest of your overpaid, under performing miserable excuse of a major league franchise teammates may think, nobody gives a rodent's rectum about the Chicago Cubs. Your most recent meltdown [we have lost track of the exact number] has driven us to the point of no return as supporters of the Chicago franchise in the National League. While we cannot speak for the entire ISOA membership, we can safely assure you that the staff and management of SNIC BRAAAP no longer devote any of its psychic energy, limited though it may be, to following the foibles of you bums. Should we feel the need for a baseball fix, painful as it is to say this, our interest will be moving south. If we want to watch crazy Venezuelans, the one wearing the uniform of the Pale Hose "manages" to keep his psychotic breaks from costing his team any ball games.

Dear Editor,



We understand that many of your members spend lavishly on their Triumph regalia, and we find ourselves in a position to offer a very attractive discount to your organization since it appears one of our regular clients will no longer be wearing our designer suits. For any ISOA member who would like to purchase

one of our suits, we recommend black for all Triumph owners since it is less likely to show the oil and grease. We can offer monogrammed suits for only \$2,000.00, plus alterations.

Clothiers to the Nouveaux Riche Elected Officials

Dear Gubernatorial Haberdashers,

We appreciate your generous offer, and while most of our members due tend to sport outerwear in black for the very reason you suggest, 2 large seems a bit pricey when compared with a new set of chrome wire wheels. Perhaps you can design some sporty orange jumpsuits. Your former client will most likely be in need of several as soon as his trial is over.



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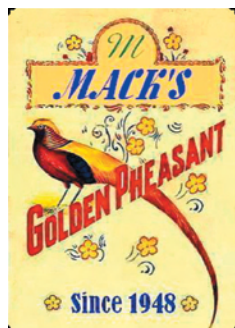
BCU Reps Mike "Hands" Blonder*
Terri "Whistler" Underhill

*past president

Our customary company clerk requested a well deserved "stay-cation" from his regular meeting scribe responsibilities. Providing Roman with a break this month was Jay Holekamp, who graciously offered to fill in for Jr. and filed the following summary of the goings on at the July meeting

JULY 2010 MEETING NOTES, BY JAY HOLEKAMP

DELAYED DUE TO THE 4TH OF JULY holiday, the July meeting was called to order by Bob Streepy at 7:12 PM on the



12th at the usual place. After introducing the club's board of directors and determining there were no newcomers or guests present, members

reported on current projects. Bob Steele came in his long awaited "Stagzilla – HO" (re-engined [small block Chevy V8], supercharged, nitrous bottle, etc.) and passed out a data sheet, mentioning the semi-standard trouble with overheating during times of vigorous motoring plus occasional tire adhesion difficulties. [Ed Note: A first hand report on riding in the HO Stag will appear in the September issue of **SNIC BRAAAPP**.] Mark Moore cruised in from Rockford in his newly commissioned TR6, the "Yellow Peril," and Bruce Bodenstein was pleased to announce he drove to the meeting in the first outing of his "new" Spitfire. Bob Hansel's GT6 frame was recently welded, and Jack Billimack's Herald (Puff) now has uprated SU carbs, but unfortunately, the clutch slips due to new found engine power – top speed is increased to 48 mph downhill. Al Christopher's TR2 and Lars Sullivan's TR3 restorations are still underway with glacial

progress. Murray Bruskin's Sunbeam Alpine has clutch problems, and Kim Casper acquired a J C Whitney center console (one of many among ISOA members) for his Spitfire project. Bob Streepy's TR4 engine has been assembled with a new type rear crank seal, and soon it will be bolted into the reconditioned rolling chassis. Bodywork is creeping along in the Ozarks. Steve Yott talked about the new crank seal in Bob's TR4 engine and an electronic cruise control device he will install in his TR4A. Jack Hanson has discovered his '74 Spit's frame is beyond repair without body removal and might sell the car along with a new brown interior kit.

Tim Buja talked about his need to know the location of the club's tools so a current list can be posted on the website. Bob reminded members to submit photos for the 2011 calendar – a free calendar goes to those who have their cars featured.

Dennis Delap spoke about the first run of his newly completed TVR (with TR4 engine) at Blackhawk Farms and thanked everyone who stopped by to have a look. Club participation was recapped at Sussex British Car Festival, Mad Dogs and Englishmen, Highland Games, and Drive-in Movie Night. Steve and Janet Hale came on their Vespa scooter but were denied admission due to the "no bikers" rule – bureaucracy is everywhere). Jack Billimack reviewed upcoming events.

After the increasingly poorly attended smoke break, Joan

Delap drew Roman Hrynewycz's (taking the night off from his usual secretarial duties due to fatigue and hunger) winning raffle ticket, and he was overjoyed to win a comprehensive resupply of fine imported screwdrivers, or as he said, "pry bars and chisels," for his roller cabinet.

Incredibly, there were no nominations for the Boomer Award – hard to believe that no one had done something less than shrewd during the last month – but nothing was revealed. The Peter M. Roberts Award, for "going the extra mile," had multiple nominations: Bruce Barnett nominated George Grumbos, Jim Thing, Mark Stevens, and Steve Bailey, who faithfully came to his garage each Thursday evening for the past year and successfully installed a TR4 overdrive transmission into his TR3. Jack Billimack nominated Ed Krakowiak for generously furnishing TR6 Hot Wheels™ for the raffle, and Mark Hattenhauer nominated Dennis Delap for providing a TR6 distributor. Bob Hansel nominated Joe Pawlak for making welding repairs to his GT6 frame on short notice, even with the extra demands of tending a wounded horse. After a very close vote, requiring a rare runoff with Bruce Barnett's nomination, Joe was the winner of the coveted cup by one vote.

The meeting adjourned at 9:00 PM.

Cannonball



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:** 1978 Spitfire 1500. Carmine Red. 80,000 miles. \$8,000 John Mitchell 815/232-4533 days. [6/10]

•**Part Wanted:** TR4 starter Michael Velasco 847-644-6084. [6/10-**Not an ISOA member.**]

•**For Sale:** TR3A/B Parts Pedal pad set (late3/3A/B) - \$2.50. Bonnet hinge set (raised platform) - \$20.00. Boot lid hinge set (raised platform) - \$25.00. Locking handles, doors/boot (TR3A/B) - \$25.00. Rear escutcheon (round) - \$12.00. Brass hinge set (3/3A/3B) - \$45.00. Fuel tank, w/sender (3A/3B - \$105.00. Heater core/hose (3/3A/3B) - \$65.00. Engine water tap (3/3A/3B) - \$9.00. Heater water valve (3/3A/3B) \$12.00. Lars Sullivan lars.sullivan@wowway.com 847-259-9039. [6/10]

•**For Sale:** 1974 TR6. BRG/Tan Located in Davenport, IA. 70K mile. Restored. Excellent condition. \$15,500. Bill Neilson 563/528-5392. [6/10- **Not an ISOA member**]

•**For Sale:** 1974 TR6, Factory overdrive, rollbar, enhanced suspension, lots of extras including a never used factory tonneau. I'm the second owner and have had the car since '79. I'm not giving it the attention it deserves or that justifies keeping my real car out in the snow during the winter. Email for pics. \$10,500 or Best Offer. Bill Ruetsche 847/719-2386 bfr5@comcast.net 6/10

•**For Sale:** NOS QH clutch kit for TR7 4-speed, \$160.00. TR7 front/rear sway bars, steering rack, rear glass, door glass, front glass, front and rear suspension parts, fuel tank interior parts, rebuildable motors, 4-speed transmissions, differential, wheels. Ernie Husmann. ehusmann53@yahoo.com [7/10]

•**For Sale:** 1967 TR4A. Same owner since early '70s. Ambitious restoration project or for parts. Located in Warrenville. Best offer. Email BCEjka1@sbcglobal.net. for photos and honest description. Ph. 630/248-4869 [7/10 - **Not an ISOA member**]

•**For Sale:** 1973 TR6. New paint job in 2007, new convertible top (have a hard top also), new seats, roll bar, new clutch master and slave cylinders, electronic ignition system, new carpet kit, new door panels, red line tires, electric fuel pump. Always garage kept - This is an Arizona car; body is in very good shape 630-254-8489, richaubert@gmail.com [7/10]

•**For Sale:** 1976 Spitfire! Green with tan interior. Good driver. Always maintained and garaged. Located in Bolingbrook Best offer over \$2500.00 cantercall@gmail.com [7/10 - **Not an ISOA member**]



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

Ronnie Moon 8/02	Denny Smalley 8/18
Gary Revis 8/03	Ken Kendzy 8/23
Greg Fantozzi 8/05	Jim Hussey 8/24
Thanos Kourliouros 8/09	Terry Underhill 8/25
Dennis Delap 8/10	Arlene Kendzy 8/27
Tom Berger 8/10	John Withrow 8/28
Bob Denninger 8/13	Bill Marscin 8/29
Jean Merzon 8/17	Sandy Denninger 8/30

New Members

Memberships @ 165 - Members @ 228

Adrian and Tedeana LaTrace
168 N Buckley Rd., Barrington Hills, IL 60010-2608
H: 847 277-0072 Email: aelatrace@aol.com
74 TR6

Paul Johnson
228 S Humphrey, Oak Park, IL 60302-3327
H: 708 383-2754 Email: papajuliet1@live.com
74 TR6

Coming in Your September SNIK BARF

- BlonderFest 2010
- Rumpus elaborates on "Lust." [Under 18 not admitted]
- Con "TR"ibutions From Across the Pond Returns
- Mad Dogs & Englishmen
- Stagzilla Riding Impressions

Lots more stuff

On Sale at tackier newsstands August 30th

Top Right Graphic: "...a colourful display of two Triumph Heralds and Triumph TR3 and Standard Vignale Vanguard beside the remarkable De Havilland Caribou DHC IV aircraft...." **The Standard Triumph Review**, Vol. 22, No 5, 1960.



August, 1973 THE STANDARD CAR REVIEW

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THE STANDARD CAR REVIEW Number One, 1967

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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



MARK "GUZZLER" MOORE TO THE RIGHT OF "THE BEAST,"
HIS FRESHLY RESTORED 1974 TR6 [IN CASE YOU DIDN'T NOTICE, IT'S YELLOW]

AUGUST 2010