

Society of Historic Illinois



PSNAKE KRÄPP

APRIL 2011

NEWSLETTER OF THE SOCIETY OF HISTORIC ILLINOIS TRIUMPHS
DEDICATED TO THE USE AND ABUSE OF TRIUMPH SPORTSCARS
CHICAGOLAND'S ONLY TRIUMPH ENTHUSIASTS CLUB
A CHAPTER OF THE "FRIENDLY OLD GUYS"

2011 HOUSE ON THE ROCK TOUR CANCELLED!!

TEXT & GRAPHICS BY RUFUS LEAKING



THE OLD ADAGE, "ALL GOOD THINGS MUST END SOME day" was never more prophetic than when long-time Coventry Irregular stalwart, Earl Write, forlornly announced that the annual club tour to the House on the Rock would not take place in 2011. "It's just a damn shame," stated the well-loved S.H.I.T. member who has organized this trip for the last 73 years, as he choked back a tear. "I just don't get it," he said. "It's such a great tradition. Every year we have meet at the Hinsdale Oasis right around three on a Friday afternoon and then head up the Tri State to I-90. We typically caravan at speeds approaching 40 MPH all the way to WI. This way we can enjoy the scenery and not worry about pushing our cars too hard. We generally get there around 3:00 AM, in plenty of time to line up at the local Denny's



for the early bird 'all-u-can-eat' breakfast. Now, some guys are complaining that we don't go fast enough. Well, if they don't like the way I run things, they can do it themselves. I just feel sorry for the other two people, both newbies, whose names I forget, who said they were going. We had so much fun going last year. It's just too bad that the guy who came last year had to stay home in order to rearrange his sock drawer. That was up one car from the year before and was the most we've had in twenty years."

Earl went on to say that he had made some special plans for this year's tour to HOTR, including the ever-popular Earl Write "people's choice" car show, the Earl Write autocross, and the awards banquet with guest speaker Earl Write. Unfortunately, these events would have to be called off.

INSIDE YOUR APRIL

PSNAKE KRÄPP

- Muffler Bearing Clinic
- 'Bad Day' Photos
- 2010 Darwin Awards
- New Motivational Posters
- Handy Man Tips
- 'Scene' at WalMart
- Where are They Now?
- Headlines From Other News Outlets
- Wedding Photos
- New Advertisers

Lots More Stuff

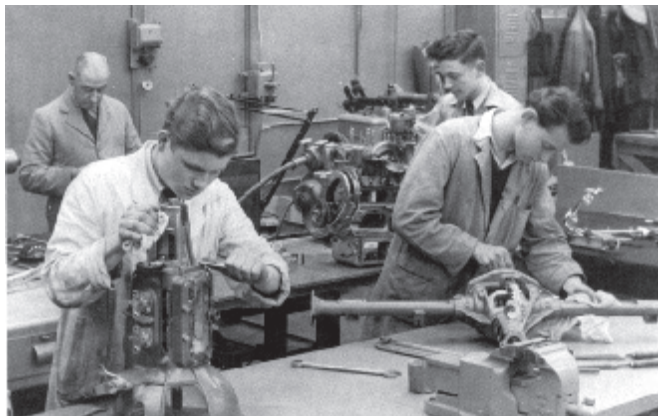


ON SATURDAY MORNING, APRIL 31ST, nearly 250 Coventry irregulars gathered in the north side alley behind the 1 car garage of ISOA chief technical guru, Apex Mosier. They were there to learn at the feet of the master, and they watched in awe as Apex conducted one of his patented tech sessions, this time on changing out the dreaded faulty muffler bearing. As many Triumphistae have discovered, unfortunately, oftentimes the hard way, nothing can leave your Triumph dead in the water quite like a defective muffler bearing. Apex explained some of the telltale signs that may serve as foreshadowing that indicate the possible imminent failure of a muffler bearing.

He began the session by demonstrating the correct method of verifying that the bearing is, indeed, malfunctioning. His special technique is to actually taste the muffler bearing lube, usually Castrol 90W GL6 synthetic, for the burnt almond flavor that foreshadows the inevitable bearing failure. Apex recommends that only skilled technicians use this method, since the fluid can be lethal if swallowed or allowed to stay on one's tongue for longer than 10 seconds.

Once Apex had determined that the fluid had been contaminated, the only solution was to remove the bearings from the muffler. This is accomplished by the

judicious use of a Churchill #47xky-09 centering tool [Lacking the correct tool, it is possible to astutely employ a nine-pound Birminham/Fletchamstead manual inertia director [aka BFH] on the body of the muffler creating a suitable cavity to allow for the extraction of the gudgeon pins. It is important to note the exact direction of the pins during disassembly, since installing them in the incorrect orientation can result in sudden and inexplicable catastrophic failure of the entire drive train, not something to be taken lightly. The next step is to note the exact amount of end float in the springs and ball bearings that hold the bearing cluster at the proper angle for maximum efficiency, usually +/- 180 degrees. The final step in the disassembly is to remove the muffler case by using an adjustable flame wrench. It is advisable to follow prudent safety procedures during this



process, since the muffler bearing fluid is highly flammable and has been known to spontaneously combust for no apparent reason.

After Apex had removed the defective bearings, he replaced them with the new and improved bearings. Apex recommends that replacement parts be sourced from the Far East, since the parts made for the home market do not have the proper amounts of zinc and lead to stand up to the rigorous demands of these bearings. The assembly process is the reverse of the preceding steps. Care should be exercised when the circlips are reinstalled on the bearing races, and it may be necessary to shim the Kanuten

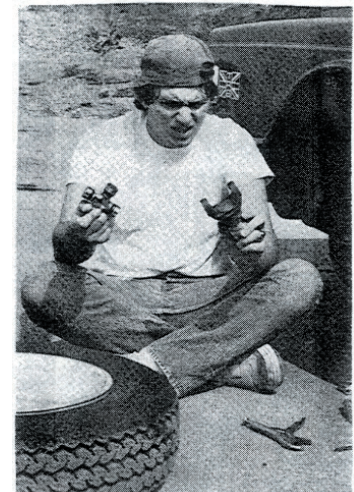
valve if the preload readings were less than .0035 centigrade.

By this time, Apex' sweet old Aunt Wanda, whose garage Apex uses to conduct these clinics, announced that the pierogies were ready, and it was to time to take a break and enjoy some fresh, home-made treats. Aunt Wanda really outdid herself this time, and all of the attendees made gluttons of themselves, having 2nd and in some cases, third helpings of her specialty treats, "Sloppy Sergai's."

Following lunch, it was back to the garage for the installation of the rebuilt muffler, complete with new bearings. The process only took a few hours, and by midnight, it was time to give the old girl [the car-not Aunt Wanda] a road test. Unfortunately, Apex had failed to isolate the battery drain before he began the project, and all of the current had dissipated, leaving us until next time to find out if the rebuild was a complete success.

Despite this little setback, all of the members in attendance were in awe of Apex's skillful and adroit manipulation of his extensive collection of specialty tools and the breadth and depth of his knowledge of Triumph technology. I know I speak for everyone in attendance when I say, unequivocally, that a good time was had by all.

Rufus Leaking





SOCIETY OF HISTORIC ILLINOIS TRIUMPHS

The SOCIETY OF HISTORIC ILLINOIS TRIUMPHS is an owners and enthusiasts club dedicated to the use and abuse of TRIUMPH cars. Monthly meetings are held at the Roundup Saloon in Hillside (X marks the spot on the map), on the first Sunday of every month (unless otherwise announced). Meeting time is 7:00 PM (roughly), but come early, have a joint, 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. No one is allowed to attend the Board meetings.

S.H.I.T. UPCOMING EVENTS

Table with 4 columns: Month, Date, Day, Time, Event. Lists events from April to September including general meetings, clinics, and tours.

PSYNAKE KRÄAPP is published once in awhile, most of the time, and should be expected before the S.H.I.T. membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter; if at all.

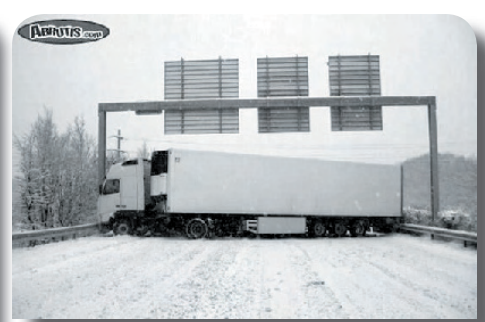
Rufus Leaking, c/o PSYNAKE KRÄAPP Towers, Bartlett, IL 60103 e-mail: trleaks@sbcglobal.net

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

YOU KNOW YOU'RE HAVING A BAD DAY WHEN....

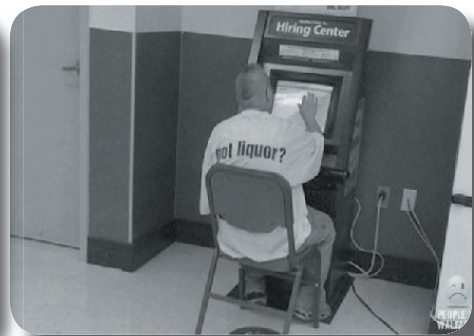


Below are a few of the many graphics of transporations mishaps, submitted by PSNAKE KRÄPP faithful from 2010



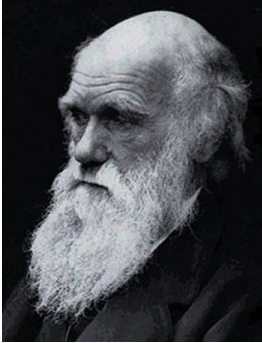


Tim "Gizmo" Mantel forwarded these candid photos he recently took while shopping at a local discount "Big Box" retailer. [Hint: the store's name rhymes with "Ball Fart."]





In honor of Charles Darwin, the Darwin Awards commemorate those who improve our gene pool by accidentally removing themselves from it. This award is generally bestowed posthumously. These are all winners from 2010.



YES, IT'S THAT MAGICAL time of year once again when the Darwin Awards are bestowed, honoring the least evolved among us.

Here is the glorious winner:

1. When his 38 caliber revolver failed to fire at his intended victim during a hold-up in Long Beach, California would-be robber James Elliot did something that can only inspire wonder. He peered down the barrel and tried the trigger again. This time it worked.

And now, the honorable mentions:

2. The chef at a hotel in Switzerland lost a finger in a meat cutting machine and after a little shopping around, submitted a claim to his insurance company. The company expecting negligence sent out one of its men to have a look for himself. He tried the machine, and he also lost a finger. The chef's claim was approved.

3. A man who shoveled snow for an hour to clear a space for his car during a blizzard in Chicago returned with his vehicle to find a woman had taken the space. Understandably, he shot her.

4. After stopping for drinks at an illegal bar, a Zimbabwean bus driver found that the 20 mental patients he was supposed to be

transporting from Harare to Bulawayo had escaped. Not wanting to admit his incompetence, the driver went to a nearby bus stop and offered everyone waiting there a free ride. He then delivered the passengers to the mental hospital, telling the staff that the patients were very excitable and prone to bizarre fantasies.. The deception wasn't discovered for 3 days.

5. An American teenager was in the hospital recovering from serious head wounds received from an oncoming train. When asked how he received the injuries, the lad told police that he was simply trying to see how close he could get his head to a moving train before he was hit.

6. A man walked into a Louisiana Circle-K, put a \$20 bill on the counter, and asked for change. When the clerk opened the cash drawer, the man pulled a gun and asked for all the cash in the register, which the clerk promptly provided. The man took the cash from the clerk and fled, leaving the \$20 bill on the counter. The total amount of cash he got from the drawer... \$15. [If someone points a gun at you and gives you money, is a crime committed?]

7. Seems an Arkansas guy wanted some beer pretty badly.. He decided that he'd just throw a cinder block through a liquor store window, grab some booze, and run. So he lifted the cinder block and heaved it over his head at the window. The cinder block bounced back and hit the would-be thief on the head, knocking him unconscious. The liquor store window was made of Plexiglas. The whole event was caught on videotape.

8. As a female shopper exited a New York convenience store, a man grabbed her purse and ran. The clerk called 911 immediately, and the woman was able to give them a detailed description of the snatcher. Within minutes, the police apprehended the snatcher. They put him in the car and drove back to the store. The thief was then taken out of the car and told to stand there for a positive ID. To which he replied, "Yes, officer, that's her. That's the lady I stole the purse from."

9. The Ann Arbor News crime column reported that a man walked into a Burger King in Ypsilanti, Michigan, at 5 A.M., flashed a gun, and demanded cash. The clerk turned him down because he said he couldn't open the cash register without a food order. When the man ordered onion rings, the clerk said they weren't available for breakfast... The man, frustrated, walked away. [*A 5-STAR STUPIDITY AWARD WINNER]

10. When a man attempted to siphon gasoline from a motor home parked on a Seattle street, he got much more than he bargained for.. Police arrived at the scene to find a very sick man curled up next to a motor home near spilled sewage. A police spokesman said that the man admitted to trying to steal gasoline, but he plugged his siphon hose into the motor home's sewage tank by mistake. The owner of the vehicle declined to press charges saying that it was the best laugh he'd ever had.

If you can't be a good example, you have an obligation to be a horrible warning.





In its never ending quest to bring its faithful reader[s] all the news that's fit to print and quite a bit that isn't, PSNAKE KRÄPP has traveled the ends of the known universe to provide you with an update on the current status and whereabouts of several prominent former Coventry irregulars. Through the dogged efforts our staff of crack reporters, and the use of Face Book and Twitter, PSNAKE KRÄPP steadfast journalists have tracked down the following previous members, and we are pleased to report on their current situations.

Earl Wright: Following his abrupt departure from S.H.I.T., Earl relocated to Florida where he served as an election judge in Broward County during the 2000 presidential campaign. There he put to good use the skills he acquired stuffing ballot boxes at BCU. However, that warm weather didn't agree with him, and he opted to move back to the Midwest where he now resides in Spring Green, WI. There he serves as volunteer docent at the famous "House on the Rock." He tells Psnake Krapp that he misses his many friend in S.H.I.T., especially Irv Korey. "You guys should take a drive up here sometime and take a tour of the House," he told us. "I'll even put on a car show for you, and you won't even have to do anything but show up. I'll even print out the ballots for the People Choice."

Bob Kamholtz: Bob now resides in Deals Gap, NC, where he volunteers as a security guard at the Totem Pole of Shame. Bob has retired from the Triumph rebuilding service that successfully operated after he left the area. Bob is living comfortably off the residuals from his patented "Aerosol Overhaul" process and has sold the rights to Scrotum Mechanics in New England. Bob looks forward to reconnecting with his many friends in SHIT and asks them to contact him via his website – eatcheeseorordie.com.

Dennis Trowbridge: Dennis' whereabouts are a mystery since he testified against his former employer, Bernie Madoff. Prior to his relocation via the witness protection program, Dennis was an itinerant lecturer and fundraiser for the aforementioned investment banker, parleying the skills he honed while working as a guest speaker at the 1995 VTR convention. In a letter to Psnake Krapp, he stated, among other things, that he had mailed his check for the convention registration fee, plus interest and that S.H.I.T. should expect it "any day now."

Steve Pericifield: "Sparky" is now residing in Cambridge, Mass., where he is a professor of electrical engineering at M.I.T. "My talent for electrical trouble shooting really became apparent during my time as a Spitfire owner

back in the 80's and 90's. After surviving my midlife crisis and that brief flirtation with being a member of the Hell's Angels, I realized my true calling and went back to school to get my PHD. I enjoy teaching graduate students in electrical theory and practice and invite any members of the club who may be experiencing any difficulty with the electrical systems on their Triumph to read my latest book, Lucas Automotive Electrical Problem-Solving, Vol. I, 1827 pages now in paperback and available on Amazon.com.

Paul Watts. Following the regrettable demise of his repair shoppe, Paul drifted aimlessly for a few years before deciding to become a self-help mentor. He formed his own "tough love" system of psychotherapy and traveled the country as a Shaman known as "Spirit Crusher." Unfortunately, the general public was not quite ready for his type of counseling and the demand for his services was inadequate to keep up his standard of living. He ultimately elected to become a used car salesman in California, and he may now be found hawking preowned BMWs in Fresno.

Valerie Sebenow: Valerie underwent a spiritual rebirth after her brief membership in S.H.I.T. Following several years as the leader of the violent underground Female Liberation Front where she was rumored to have been behind the attempted bombing of Haband, the manufacturers of plaid polyester slacks preferred by virtually all Republican golfers, she experienced an epiphany when she realized that her pent-up hostility at the male of the species was actually aimed at Elwood Manteno, former editor of the club newsletter. She reached out to him, and together they

agreed to put away their differences and in the words of Rodney King, "just get along." She joined a religious order and now spends her time as the mother superior of a convent in South America that makes scented candles for olfactory impaired orphans.

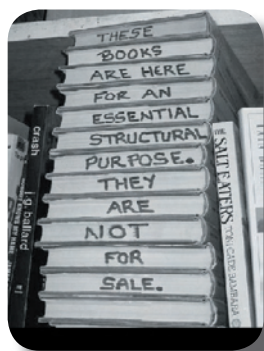
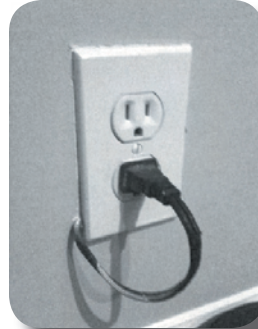
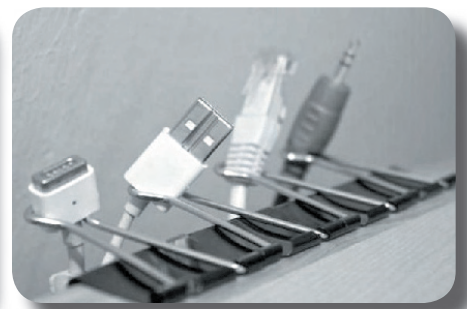
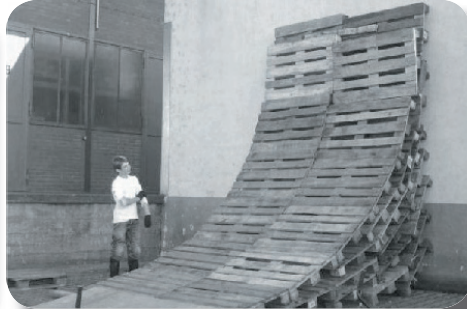
Rick Dentino: After his abrupt departure from the greater Chicagoland area to pursue a new life in southern CA. as a member of a commune made up primarily of ex-hookers, Rick took a job working for *Mad Magazine*. He used the skills he developed as the editor of *PSNAKE KRAPP* to work his way up the corporate ladder to eventually become a copyboy for Alan Ginsburg, and he is credited with coming up with the famous tag line, "What the fug?" which became a national phrase from several minutes in the late 70s. Rick went on to win the prestigious "Dentino" award, annually presented to the hack journalist who simultaneously embodies the qualities of sloth, and clumsy yet sophomoric writing, with crude commentary. He is semi-retired and occasionally works as a scriptwriter for Vivid Entertainment Group productions, a well-known Hollywood film company. He also fills in as an airline security monitor for full body scans. He tells *PSNAKE KRAPP* that he can't remember if he owes anybody in S.H.I.T. any money, but if he does, tough shit.



Ex members Dentino and Percifield "catch up" at club alumnae reunion



As a public service, PSNAKE KRÄPP is pleased to share some home Homeowner "Handyman Tips" for our readership. No need to thank us. ED





PSNAKE KRÄPP is pleased to share some tried and true upgrades for our readers' daily drivers. [At least one would be applicable for the TR7/8 Series]



PHOTOS OF THE HAPPY COUPLE



Wedding graphics for the incurable romantics among our vast readership.



In keeping with our new economic recovery program, PSNAKE KRÄPP is now accepting display advertising. Please patronize our new sponsors.

You mean a woman can open it?

The Chef does everything but cook—that's what wives are for!

I'm enjoying my wife a...

If your husband ever finds out you're not "store-testing" for fresher coffee...

...if the discoverer you're still taking chances on getting flat, stale coffee ... you be onto you!

For today there's a sure and certain way to test for freshness before you buy.

Chase & Sanborn COFFEE

SMOKE FOR PLEASURE today

NO CIGARETTE HANGOVER tomorrow!

PHILIP MORRIS

SO THE HARDER A WIFE WORKS, THE CUTER SHE LOOKS!

IF YOUR WIFE, YOU SEEM TO THINK ON CLEANING, CLEANING AND DUSTING AND ON ALL THE HOUSEWORK... THE ANSWER!

...I'M TAKING SARGOL'S ALKALINE GET MY WIFE'S SKIN!

PEP Vitamins for pep! PEP for vitamins!

Now Men Adore Her Milky-White Skin

SHE has the loveliest face! Once muddy skin, freckles and blemishes made her actually homely, until she learned of a delicate, dainty white cream, called Golden Pencil Bleach Creme. This new discovery brought out the hidden natural whiteness of her skin in three days! And now, in only ten minutes a week, this same cream keeps her skin always dazzling white. No more redness, sallowness or freckles; blackheads and blemishes never bother her. Try a jar of Golden Pencil Bleach Creme yourself—at any drug store or department store toilet counter.

ONLY LAST WEEK MUDDY SKIN MADE HER HOMELY!

Why we have the youngest customers in the business

Nothing does it like Seven-Up!

FAT the enemy that is steadily banished!

NO DIET—HEAVING BULKINESS!

NO CIGARETTE HANGOVER TOMORROW!

NO SICK CHILLS!

NO PAINFUL TAPE WORMS!

NO PAINFUL PAIN!

NO PAINFUL PAIN!

Ever Johnson Revolvers

are not toys: they shoot straight and kill. You may need one only once in your lifetime: buy now, so you will have it at that time.

ACCIDENTAL DISCHARGE IMPOSSIBLE

SAFETY HAMMERLESS ALTIMATIC

6.

Send for our fire-arms encyclopaedia

EVER JOHNSON'S ARMS & CYCLE WORKS, FITCHBURG, MASS., U.S.A.

I'M SENDING CHESTERFIELDS to all my friends. That's the nicest Christmas any smoker can have— Chesterfield makes you an unpleasant step-mother.

Ronald Reagan

CHESTERFIELD Buy the beautiful Chesterfield card to life!

According to repeated nationwide surveys,

More Doctors Smoke CAMELS than any other cigarette!

THE DOCTORS CHOOSE CAMELS' GOOD!

For 30 days, test Camels in your "30 Day" (The "30 Day" Test)

for prompt control of **senile agitation**

THORAZINE

Thorazine is a powerful tranquilizer, sedative and helps the patient to live a composed and useful life.

© Smith Kline & French Laboratories

How Mother and Baby "Picked Up"

A case of **Blatz Beer** in your home means much to the young mother, and obviously baby participates in its benefits.

The malt in the beer supplies nourishing qualities that are essential at this time and the hops act as an appetizing, stimulating tonic.

Main 2400

BLATZ MILWAUKEE

Always the same good old **Blatz**

For Double Reason you'll prefer the "DOUBLE-RICH" Bourbon

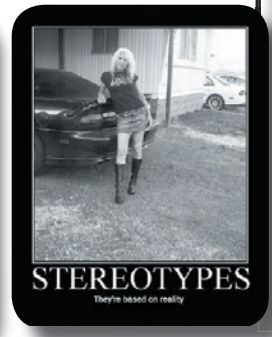
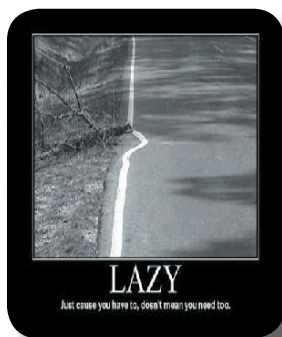
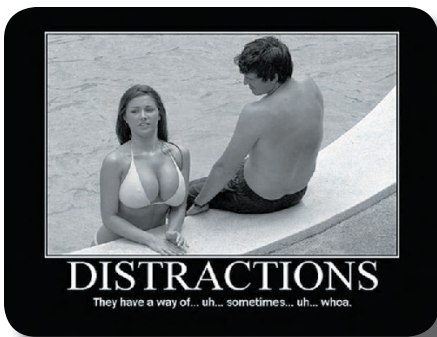
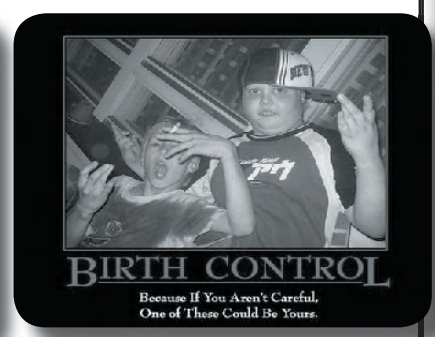
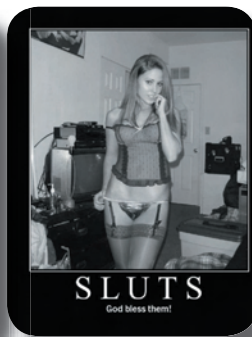
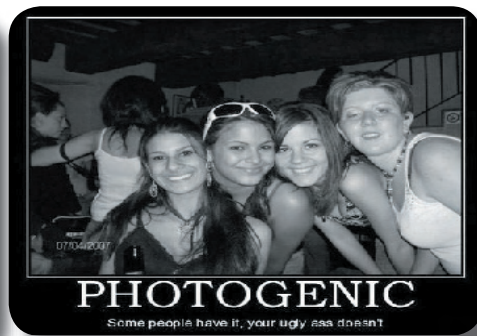
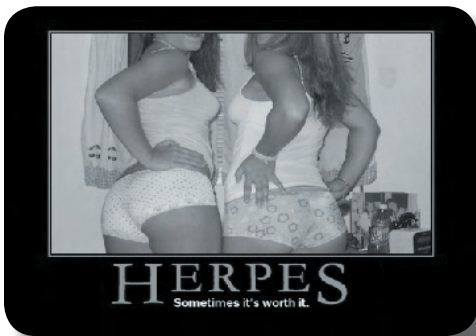
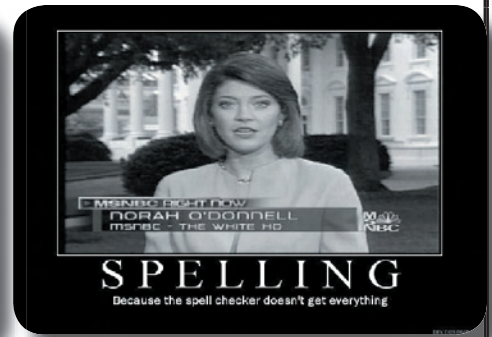
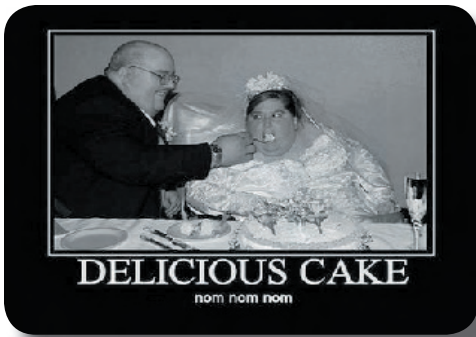
Cream of Kentucky STRAIGHT BOURBON WHISKEY

It's the Richest of the World

It's the Richest of the World



Below are a few new motivational posters courtesy of Irv "Elwood" Korey for your contemplation and reflection. Peace...



Below are a few road trip candids from the the recent ISOA VTR journey to the Tail of the Dragon and various other points South.





TECH TALK

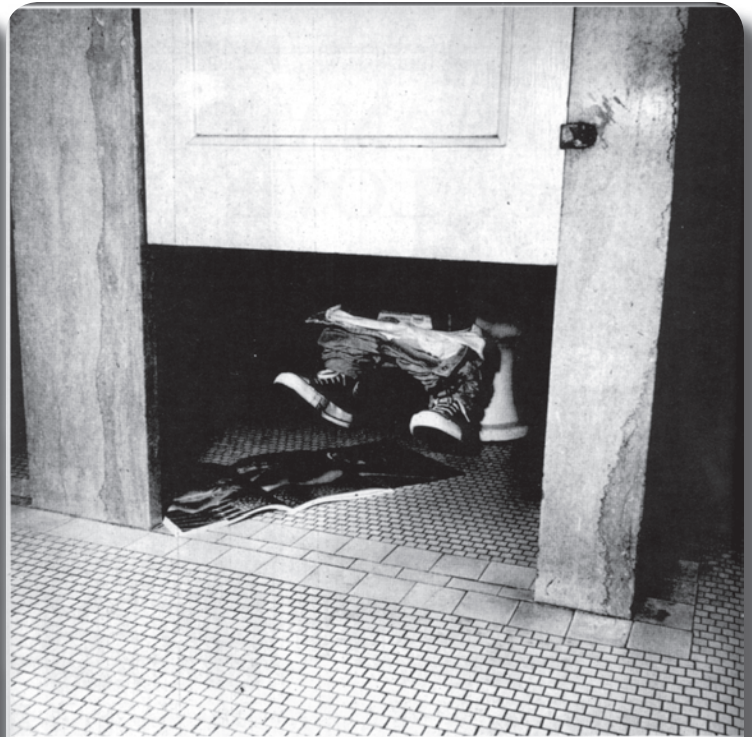
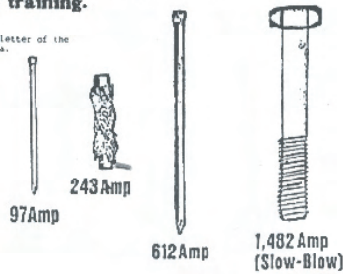
(The following was shamelessly ripped off from the Rocky Mountain Triumphant Club, who shamelessly ripped it off from someone else.)

HOW TO REPAIR ELECTRONIC INSTRUMENTS

- Step 1) Approach the ailing instrument in a confident manner. This will give the instrument the mistaken idea that you know something. It will also impress anyone who happens to be looking, and if the instrument should suddenly start working, you will be credited with its repair. If this step fails to work, proceed to step 2.
- Step 2) Wave the service manual at the instrument. This will make it assume that you are at least familiar with the source of knowledge. Should this fail to work, proceed to step 3.
- Step 3) In a forcible manner, recite Ohm's law to the instrument (caution: before taking this step, refer to some reliable handbook to be sure of your knowledge of Ohm's law). This will prove to the instrument, beyond a shadow of a doubt, that you know something. This is a drastic step and should be attempted only if the first 2 fail. If this step fails to work, proceed to step 4.
- Step 4) Jar the instrument slightly. This may require anything from a three to a six foot drop, preferably onto a concrete floor. However, you must be careful with this step because, while jarring is an approved method of repair, you must not mar the floor. Again, this is a very drastic step. If it fails, proceed to step 5.
- Step 5) Brandish a large screwdriver in a menacing manner. This will frighten the instrument and demonstrate your knowledge of the deadly "short circuit" technique. Proceed to step 6.
- Step 6) Add a tube...even if the instrument is solid state. This will prove that you are familiar with the instrument's design. This will confuse the instrument and thereby increase your advantage. If this doesn't work, proceed to the most drastic and dangerous step. It is seldom needed and is a final resort if all else fails.
- Step 7) Think, and get training.

Reprinted from the WIRELESS BOARD, newsletter of the Rover Association of Queensland, Australia.

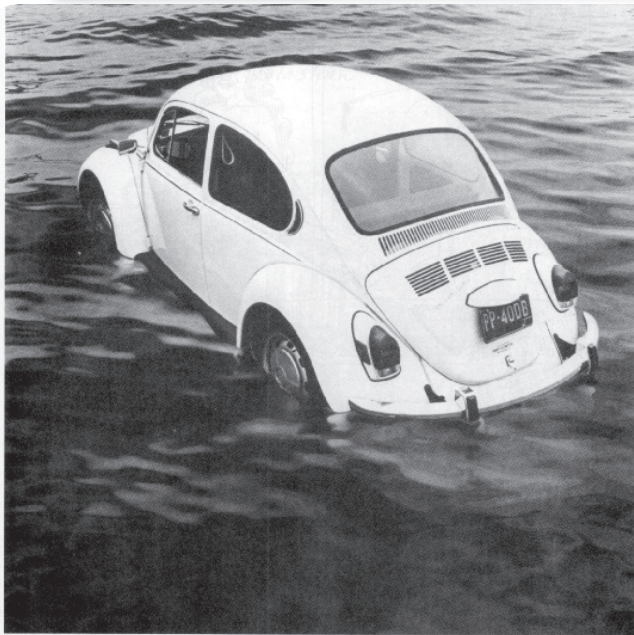
Guide to Fuse Replacement



What sort of man reads SNICC BRAAAPP?

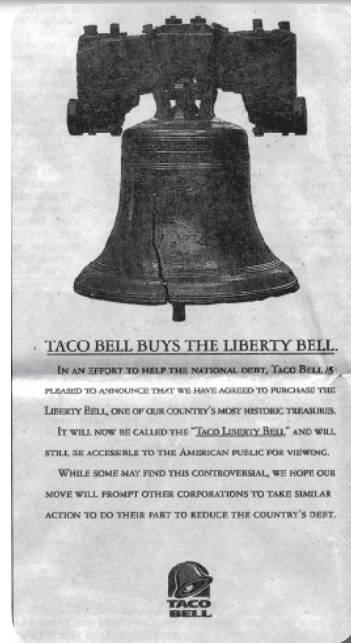
A young man in touch with himself and his own imagination. Self-reliant, and with an appreciation for his personal privacy, he keeps his hand close to his chest and an eye out for unexpected interruptions of his daily routines. With confidence in his ability to handle himself in tense situations, the SNICC BRAAAPP reader wrings every last drop of satisfaction from his private pursuits. Helping him stand up to that challenge is his favorite magazine. FACTS: SNICC BRAAAPP'S read by nearly half of all young men who eventually excel at tennis, handball, or arm wrestling, and spent at least \$12 on fine spurring goods last year alone. To reach that young man, put yourself IN SNICC BRAAAPP. He does. (Source: 1973 TGIF.)

New York • Chicago • Detroit • Los Angeles • San Francisco • Midville • Atlanta • London • Tokyo



If Ted Kennedy drove a Volkswagen, he'd be President today.

If floods. The way our body is built, we'd be surprised if it didn't. The sheet of flat steel that goes underneath every Volkswagen keeps out water, as well as dirt and salt and other nasty things that can eat away at the underside of a car. So it's watertight at the bottom. And everybody knows it's easier to shut the door on a Volkswagen after you've rolled down the window a little. That proves it's practically airtight on top. If it was a boat, we could call it the Water Bug. But it's not a boat, it's a car. And, like Mary Jo Kopechne, it's only 99 and 44/100 percent pure. So it won't stay afloat forever. Just long enough. Poor Teddy. If he'd been smart enough to buy a Volkswagen, he never would have gotten into hot water.



In keeping with its new marketing campaign to improve upon its public image, Taco Bell [88% meat and 12% "signature recipe"] has recently acquired the popular American icon shown above.

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

By Matt Cooper
The Register-Guard

Lane County will spend up to \$250,000 this year publicizing its tight financial picture, in hopes that voters in November will approve a higher tax rate.

Ten Commandments Supreme Court says some OK, some not

Supreme Court says some OK, some not



JAY
CRONLEY

One-armed man applauds the kindness of strangers



Police composite

Volunteers search for old Civil War planes

Utah Poison Control Center reminds everyone not to take poison

"Children Act Fast, So Do Poisons" is the theme for National Poison Prevention Week, arch 29 - 26. The Utah Poison Control Center (UPCC) would like to take the opportunity to remind parents and caregivers that poisonings can be prevented. In 2004, the Utah Poison Control Center responded to over 50,000 calls, the majority of which were about actual poisonings. Over 60 percent of the potential poisoning exposures involved children under age 6. The top five substances that children in this giving or taking medicine. Check the dosage each time.

- * Avoid taking medicine in front of children.
- * Never refer to medicine as candy.
- * Clean your medicine cabinet periodically, safely disposing of unneeded or outdated medicines.

The UPCC, part of the College of Pharmacy, has an active community outreach program. In 2004, representatives of the Utah Poison Control Center provided 126 community presentations and distributed more than 40,000 po-

Why men shouldn't write advice columns

Dear John,
I hope you can help me. The other day, I set off for work, leaving my husband in the house watching TV. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbor's daughter! I am 32, my husband is 34 and the neighbor's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counseling, and I'm afraid I am a wreck and need advice urgently. Can you please help?
Sincerely, Sheila

Dear Sheila,
A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.
I hope this helps,
John
— Forwarded by Steve Sanderson, Gilbert, S.C.

Federal Agents Raid Gun Shop, Find Weapons

Store Owner Arrested Previously

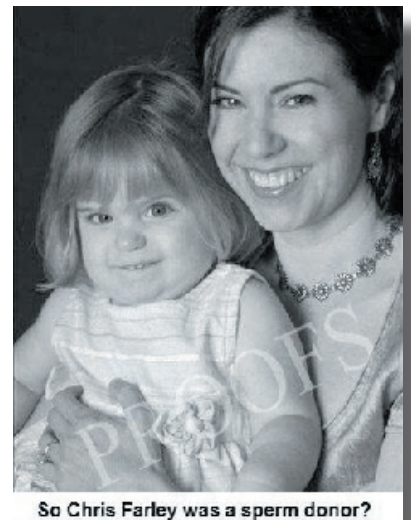
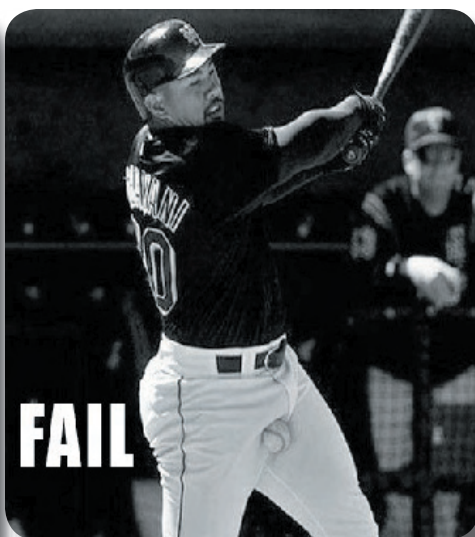
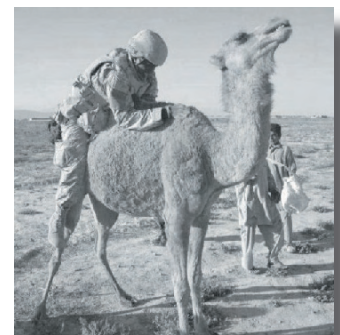
Army vehicle disappears

AN Australian Army vehicle worth \$74,000 has gone missing after being painted with camouflage.

ON TEENAGERS, ADULTS:

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

A Picture is Worth a Thousand Words



So Chris Farley was a sperm donor?



SUBJECT: BASIC ELECTRICAL THEORY (BRITISH VERSION)

"A TREATISE ON THE IMPORTANCE OF SMOKE" by
"The Prophet" Joseph Lucas



Above:- ISOA Chile Party Goers prepare a vat of "Guzzler Caliente."

All electrical components and wiring harnesses depend on proper circuit functioning, which is the transmission of charged ions by retention of the visible spectral manifestation known as "smoke". Smoke is the thing that makes electrical circuits work. Don't be fooled by scientists and engineers talking about excited electrons and the like. Smoke is the key to all things electrical.

We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. This can be verified repeatedly through empirical testing. For example, if one places a large copper bar across the terminals of a battery, prodigious quantities of smoke are liberated and the battery shortly ceases to function. In addition, if one observes smoke escaping from an electrical component such as a Lucas voltage regulator, it will also be observed that the component no longer functions.



Above:- Michellotti Workers take a break from assembly line to harvest 2006 bumper spaghetti crop

The logic is elementary and inescapable! The function of the wiring harness is to conduct the smoke from one device to another. When the wiring harness springs a leak and lets all the smoke out of the system, nothing works right afterward.

Starter motors were considered unsuitable for British motorcycles for some time largely because they regularly released large quantities of smoke from the electrical system. It has been reported that Lucas electrical components are possibly more prone to electrical leakage than their Bosch, Japanese or American counterparts. Experts point out that this is because Lucas is British, and all things British leak. British engines leak oil, British shock absorbers, hydraulic forks, and disk brake systems leak fluid, British tires leak air and British Intelligence leaks national defense secrets. Therefore, it follows that British electrical systems must leak smoke. Once again, the logic is clear and inescapable.



Above: - Only known photograph of now defunct Triumph Factory Sky Diving Team before its one and only appearance. Similar to the legendary Spinal Tappets, the team's debut performance was also its farewell show.

Sometimes you may miss the component releasing the smoke that makes your electrical system function correctly, but if you sniff around you can often find the faulty component by the undeniable and telltale smoke smell. Sometimes this is a better indicator than standard electrical tests performed with a volt-ohm meter.

In conclusion, the basic concept of transmission of electrical energy in the form of smoke provides a clear and logical explanation of the mysteries of electrical components and why they fail.

"A gentleman does not motor about after dark."
- Joseph Lucas, 1842 - 1903

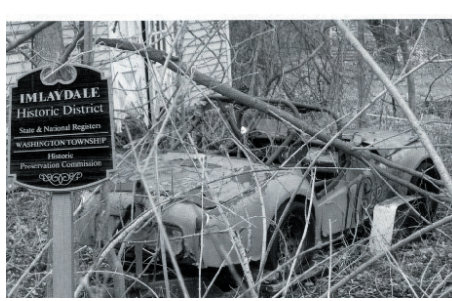


Proving once again that man's ingenuity at putting 10 pounds of stuff into a five pound container knows no limits





A few modified Triumphs from the Fox Collection available on Ebay and Craig's list for enthusiast who prefers a performance upgrade or who is willing to take on an "ambitious" project





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



AMONG THE PANTHEON of ISOA sacrosanct traditions, none come close to the observance of April Fool's Day. Although the tradition of pulling off a practical joke on the first day of the fourth month dates back to the dawn of recorded history when someone who planted his crops too soon was known as an April Fool, the members of ISOA have embraced the tradition with unparalleled enthusiasm. The editors of SNIC BRAAAPP, in particular, have utilized the April issue of this birdcage liner to be even more sophomoric than usual, and in at least one instance, wrote cleverly coded messages disparaging a particularly insufferable member of the club. While we have not as yet tried to subliminally mock anybody in print, although now that we think of it, it seems like an excellent idea for next year, we have tried to keep the tradition alive here in 2011. Humor, particularly when in printed form and among a diverse group of people such as ours, can be a very delicate proposition. We have nearly two hundred members spread across several states, and we have never had an occasion when all of the members have ever gotten together at one time. There are many people in ISOA who have never met and whose sensibilities may well be more delicate than mine. Hence, they might be offended by some of the material included in the first half of this issue. To those folks, I would simply say, "Don't read the first half of the April issue."

A club newsletter, at least in my humble estimation, should first and foremost inform; however, it should also have, granted to a lesser degree, a certain amount of entertainment value. Each issue of SNIC BRAAAPP contains a recap of recent events, a summary of the most recent meeting, and a calendar of activities planned for the near, and in some cases,

Snic Braaapp

APRIL 2011

Vol. IV Issue No. 454

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

the distant future. You will find all those topics contained in this issue, as well as in every other one that has a Kent Circle return address. Also included are occasional tech articles and general interest stories submitted from various club members.

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

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

Strep



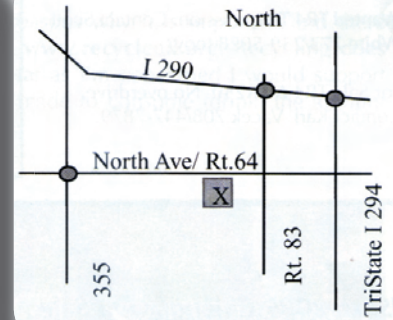
**PS - THE ANNUAL CLUB TOUR TO THE HOUSE ON THE
ROCK IS STILL ON FOR THE 31ST. SEE YOU AT THE HINSDALE
OASIS BRIGHT AND EARLY!!!!**



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
APRIL	3RD	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	9TH	SAT.	8:00 AM	DISTRIBUTOR CLINIC, - PAWLAK'S 14N640 ENGEL RD., HAMPSHIRE
	15TH-17TH			THE GATHERING, - DOBSON, NC [WWW.TRIUMPHCLUB.ORG/GATHERING/INDEX.HTM]
	31ST		5:00 AM	ANNUAL ISOA TRIP TO HOUSE ON THE ROCK [ISOAHOTR2011.ORG]
MAY	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	7TH	SAT.	8:00 AM	TUNE UP CLINIC, - CSI, INC. 1114 RAIL DR., UNIT C, WOODSTOCK, IL
JUN.	4-5	SAT.-SUN.		CHAMPAGNE BRITISH CAR FESTIVAL, - BLOOMINGTON [CHAMPAGNEBRITISHCARFESTIVAL.COM/]
	5TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	15-8	WED.-SUN.		TRA NATIONAL MEET,- FORT WAYNE, IN [TRA2011.COM/]
	16-9	TH.-SUN.		ANNUAL VINTAGE SPORTS CAR RENDEZVOUS - FARGO, ND [BRITISHIRONSOCETY.COM]
	18TH	SAT.		ILLINOIS ST. ANDREWS SOCIETY HIGHLAND GAMES BRITISH CAR SHOW, - ITASCA
	18TH	SAT.		BREAKFAST TOUR ENDING AT BLACKHAWK FARMS RACEWAY
	19TH	SUN.		WISCONSIN BRITISH CAR FIELD DAY - SUSSEX, WI
	24TH	FRI.		DRIVE IN MOVIE NIGHT, CASCADE DRIVE IN THEATER, - WEST CHICAGO.
26TH	SUN.		MICHIANA BRITISH CAR SHOW, - SOUTH BEND IN [MICHIANABRITS.COM/ANNUAL_SHOW.HTM]	
JUL	3RD	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	8-10	SAT.-SUN.		BLONDERHILLFEST II, HARBERT, - MI
	10TH	SUN.		BARRINGTON CONCOURS, - MAKRAY GOLF CLUB [BARRINGTONCONCOURS.ORG/]
	31ST	SUN.	5:00 PM	TCHAIKOVSKY SPECTACULAR - RAVINIA, HIGHLAND PARK
AUG.	7TH	SUN.		UNION TRANSPORTATION EXTRAVAGANZA, UNION RAILWAY MUSEUM
	7TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	12-13	SAT.-SUN.		ROADSTGER FACTORY SUMMER PARTY,- ARMAGH, PA
	TBA			HEARTALND BRITISH CAR SHOW, - DAVENPORT, IA
	17-21	WED.-SUN.		VTR CONVENTION - BRECKENRIDGE, CO.
	18-21	TH.-SUN.		OPENAIR CLASSIC, - MADISON, WI
	26TH	FRI.	7:00 PM	ANNUAL ISOA WHITE TRASH NITE, - SYCAMORE SPEEDWAY
	28TH	SUN.		ORPHAN AUTO PICNIC - KENADALL COUNTY FAIRGROUNDS
28TH	SUN.		GENEVA CONCOURS, - GENEVA	
SEPT.	4TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	11TH	SUN.		BRITISH CAR FESTIVAL, - OAKTON COMMUNITY COLLEGE
	18TH	SUN.		CANTIGNY CAR SHOW, - WHEATON
	22-5	TH.-SUN.		SIX PACK TRIALS, - GALENA
OCT.	2ND	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	7-9	SAT.-SUN.		FALL CAMPOUT/FOLIAGE TOUR - CASPER'S, KANSASVILLE, WI



Roamin' with Roman

BY ISOA PRESIDENT
ROMAN HRYNEWYCZ

ANOTHER INSTALLMENT OF THE International Auto Show has come and gone. For those of us who consider ourselves car guys, attending this event is akin to a pilgrimage to Mecca. For most of my life, the anticipation of the auto show would build during January because it was just around the corner. It was always so exciting to see acres of new, shiny chrome and the big brute V 8s, not to mention the beautiful women that were there to draw attention to the new models. This was the end of the 60's, the height of the muscle cars' reign. Every year we were treated to bigger and more powerful cars from GM, Ford and Dodge. If these were not your style, you could go to the lower level of McCormick Place at look at the oddities that were imported from overseas.

I began driving in 1980, at the time of "the beginning of the end" of the American car as we knew it. Washington began mandating more emissions regulations, and the Detroit carmakers began offering less fun for more money. Still, it was exciting to go to the show and fantasize about whether you would buy the Ferrari or the Jaguar. Reality was a

bit more mundane, although the auto show was still a useful tool to help make a decision as to which cars to consider. Having them all in one place made it easy to compare and contrast various offerings and to decide what to shop for in earnest.

During this time, the Chicago International Auto Show experienced tremendous growth in attendance. This was good for the organizers, but not so good for the automotive enthusiast or new car buyer. With the crowds, came more children. Those little bundles of energy would run around everywhere, especially under foot, and race to the nearest display, jump into a car and go on a fantasy trip around the world. Meanwhile, if you were seriously looking, you would have to wait for junior to get bored with that car because you would not dare to tell someone's pride and joy to get out, since it might cause a commotion.

All of these large crowds and the sameness of the new cars has taken away my enthusiasm for the Auto Show. I get tired of being jostled around and having to fight for a look at any of the few cars that pique my interest or makers that might permit me to sit in any of their models.. So once again, I did not make the journey to the lakefront to see one of the premier auto shows in the world. This has left me wondering if I am going to have to turn in my membership in the "Gear Head" club and join Irv as a member in ISOA's curmudgeon brigade

Jr.



ISOA TECHNICAL EXSPURTS

- TR3 Bill "Whizmo" Pyle
630/773-4806
- TR4 Pat "PowerBuldge" Lobdell
219/942-1263
- TR4A/
250/5A Steve "Godfather" Yott
262/997-0701
- TR6 Jeff "Stalker" Rust
(Early) 815/874-5623
- TR6 Irv "Elwood" Korey
(Late) 847/831 2809
- TR7 Phil "Factor" Fox
630/662-7721
- TR8 Tim "Tool Man" Buja
815/332-3119
- Spitfire - Joe "Stagmeister" Pawlak
[Early] 847/683-9683
- Spitfire - Bill "Mr. Bill" Jensen
[Late] 815/729-9731
- GT6 Dave "Snake" Shedor
847 566 0478.
- Stag Joe "Stagmeister" Pawlak
847/683-9683
- Herald Jack "Spuds" Billmack
815/459-4721
- Machinist Bob "Opera Man" Crowley
630/319-7343
- Electrical, Joe "Stagmeister" Pawlak
Paint, Body, 847/683-9683
- Il Dept. Mike "Scooter" Johnson
Revenue scooter5559@comcast.net
Ombudsman



SWAP MEET

TEXT BY BOB STREEPY

GRAPHICS BY THE AUTHOR & PETER CONOVER



THE 15TH ANNUAL BRITISH CAR Swap Meet & Auto Jumble was held at the DuPage County Fairgrounds on Sunday, February 28th. While early February is best known for Pauxetauny Phil groggily emerging from his underground bunker, the end of the month has a analogous occurrence when LBC aficionados come out of their hibernation at the DuPage County Fairgrounds. They gather to search for the elusive NLS part needed to complete those winter "projects" that have usually been sitting partially completed under a tarp since fall. While EBay and Craig's list have rendered swap meets somewhat obsolete, many would attest that there can be no cyber substitute for physically fondling a rusty, greasy piece of precious British automotive ephemera.

For more than a decade, the MG club has held its "autojumble," and while the majority of items for sale tend to be for the octagonal badge crew, there are Triumph parts scattered among the three buildings set aside for this event. One of the

booths was occupied by some of ISOA's finest who used the opportunity to do some trolling for new members. This year the club table, thanks to Jay Holekamp, displayed the recently fabricated "invisible" transmission that he and Steve Yott had built. It had actually been torn apart and reassembled at the previous day's transmission clinic and set up at the ISOA booth to capture the attention of passersby. According to Jay, he was frequently cautioned by attendees that this display was a thoroughly dangerous exhibit since the potential for damaging one's



fingers in the rotating gears could be catastrophic. Jay simply replied that while it was true that the gears could inflict pain on anyone dumb enough to stick his fingers into them, no judge in the world could hold us liable for injuring someone that stupid. His reply tended to end that particular discussion pretty quickly.

Altogether, there were about 100 vendors who hawked used and abused parts along with books, T-Shirts, key fobs, etc. Your humble and obedient scribe along with Dave "Stumpy Joe" Kayson operated one such booth. Ours was typical of many

of the entrepreneurs in that we had three goals; one - clear out some stuff that we didn't need, two - make enough to cover the cost of the booth, three - see some of our buddies from the club. In our case, the event was an unqualified success on two of the three counts.

By late morning, the crowd began to thin out, and we decided to offer "friendly" pricing on some slower moving items. When a door panel listed as "free or best offer" didn't draw too much interest, we knew it was time to pack up.

The swap meet is always a pretty good time, if for no other reason that it gives us a chance to catch up with many of the Coventry Irregulars we haven't seen in awhile. This year was no different. That, more than the acquisition of more Triumph stuff or making a few bucks, outweighed the other concerns. We went home with less than we started out with, much to the delight of the head proofreader, and we paid for the booth. By my reckoning, that was a win-win for the day.



Suds



After being inundated with inquiries about the intern position at SNIC BRAAAP, your humble and obedient scribe is pleased to announce the addition of Lee Feder to the staff. He emerged from an exhaustive background check and will shortly "assume the position." Lee easily outperformed his competition by virtue of passing the "mirror under the nose" test, besides being the only member willing to exhibit a passing interest in the job. Seriously, Lee does actually have experience putting together a newsletter, and he is familiar with the desktop publishing software currently in use at SNIC BRAAAP Towers. His first assignment will be to run point on the Mark Fisher "LeMons Car" project and provide monthly text and graphics on the progress of this endeavor. In the meantime, he and I will also collaborate on layout, format, etc. on S/B with an eye to shared custody over the next few issues.

After 75 editions of SNIC BRAAAP under my stewardship, the newsletter needs some fresh blood, and I'm confident that Lee is just the guy to provide the "transfusion." Streepy



Mr. Bondo, your mission, which you have no choice but to accept, is as follows:

Mission 1: You May Only Live Once (Depending on the Breaks)

Date: March 5, 2011

Location: A garage in an unknown quadrant of northeastern Illinois

VARIOUS COVENTRY IRREGULARS converged in a brightly lit and impeccably clean laboratory to attempt a Frankensteinian resuscitation of the Bondo, James Bondo car. The spy-themed "white" TR007 roadster, procured from one Ernest "Blow-by" Hussman, endured its first day of reconstructive surgery. The process of remaking a neglected British roadster into a future LeMons champion was, to quote project manager Q (also known as Mark "Silo" Fisher), "It

was like watching a cow be consumed by a school of Piranha." This was more a reference to the way Mike Blonder devoured the bovine beast than to the way the eleven Coventry Irregulars and two normal people attacked the various tasks.

The thirteen wrenches worked in frenzied manner to rebuild and reinstall the carb, replace the mechanical fuel pump with gee-whiz electro-pump, remove the hunk of weight known as the air pump, and remove for "lightening" the bumpers. Other tasks were removing the master cylinders for the brake and clutch and rehonng the clutch slave cylinder. Finally, all enjoyed the opportunity to engage in the demolition stage of removing a rusty trunk, sound deadening, and rusty seat mechanism. At the end of the day, the furious laboratory assistants gathered around to breathe life into the mechanical wonder with the nice new carbs. After some tinkering, the evil Ernest Blow-by's hand flamed upon ignition (unfortunately for Mr. Bondo but thankfully for the

wrenches, he survived apparently unscathed). Some final tinkering and the car did, indeed, run on petrol.



Other updates to the vehicle include the Goldfinger hood ornament, [see graphic at left] headlight mounted machine guns, and bullet proof (but manually operated) top. The team has not decided if submariner equipment will fit in the narrow track of the rear of the TR007. The favored part was the ability for amateurs to partake in a hands on project and contribute in a meaningful way.

Bondo, as evidenced by Blow-by's flaming hand trick, this group is very dangerous – you never know what they might do next. And please James, just be careful with it – its not fully tested yet!

-M

SHUE



TRANS CLINIC PART 1B

TEXT & GRAPHICS BY
BOB "SUDS" STREEPY

A PHALANX OF NEARLY 30 COVENTRY irregulars exchanged places with the badger state Democratic senators of the People's Republic of Wisconsin and sneaked across the Cheddar Curtain under cover of darkness to participate in the long-awaited ISOA transmission clinic. The group convened at the Silver Lake Ultimate Triumph Centre, [Steve Yott Proprietor], around 8:00 AM on Saturday, February 26th, and was treated to coffee and donuts, not to mention free ear washing courtesy of Macy, the Wonder Dog.



The formal proceedings began around 8:30 when Steve described the basic workings of a gearbox. He employed the use of a special visual aid that he and Jay Holekamp had fabricated consisting mostly of castoff parts from various previous trans rebuilds. They had cut away the sides of an old TR 4 gearbox, installed the innards, attached an electric motor to



expose the rotation and operation of the gears, synchros, etc., and mounted the finished product on a stand. The observers watched in rapt awe as the various parts whirled and twirled away in four forward [and one reverse] motion.



Since many of the participants were interested in the workings of the Spitfire, TR7, and GT6, Joe Pawlak was brought in to explain some of the variations in to the TR gearbox present in the other models. After a few minutes of theory, it was on to the practicum. One group of attendees moved to a table where the cutaway "demo" trans was dismantled and re-assembled under the watchful eye of Steve. Another group moved to a separate station where Joe oversaw the teardown of Joe Kaplon's Spitfire transmission and overdrive. Joe had several gearboxes in various states of functionality, and he hoped to come away with one operative trans. A third group watched as Steve assembled Steve Hass' straight 4-speed TR6 trans. It had been previously torn down and cleaned, and Steve had acquired the necessary replacement parts. Others mingled back and forth among the three tables watching and learning, and in some cases, taking part in the proceedings.

Around midday, Steve announced that lunch was served, and the participants



adjourned to the kitchen for Italian beef sandwiches with several side dish options. More than one of the guests opted to wash down the food with a tasty malt beverage. Steve's goddesses, Cheryl and Mona, helped with the food preparation and the unanimous consensus was that the meal alone was well worth the trip to Silver Lake.



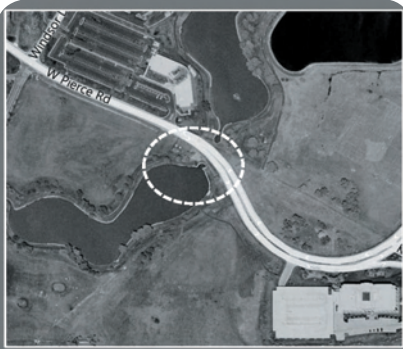
After lunch, the cutaway trans was back on the stand and happily spinning away nonetheless for wear while Steve Hass beamed at his newly rebuilt and tested gearbox. The Kaplon Spitty trans was still in the final assembly phase at midafternoon, but it had been evaluated and the prognosis appeared good that one operative trans could, eventually, be out of it.

Joe Pawlak also helped Mark Fisher tear down a TR7 5-speed gearbox that was intended for the LeMons TR7 project car. The diagnosis was favorable, and the hope was that no major expenditure would count against the \$500.00 cap for LeMons cars. This also allowed for more cash to go into the rotating license plates and flamethrowers planned for the car.



The verdict on this clinic was overwhelmingly positive. From the visual aids, to the menu, to the expertise of the presenters, there was unanimous agreement that this was a workshop for the ages.

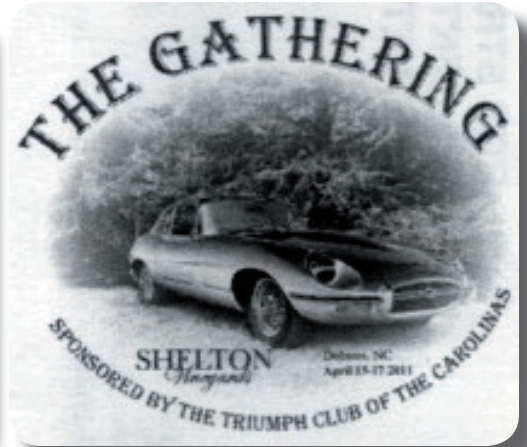
Suds



ILLINOIS SAINT ANDREW SOCIETY
 HIGHLAND GAMES
 BRITISH CAR SHOW
 JUNE 18, 2001



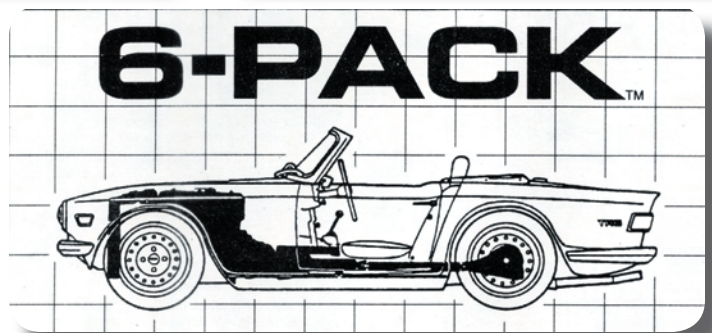
June 15th- 18th 2011
 Fort Wayne, IN.



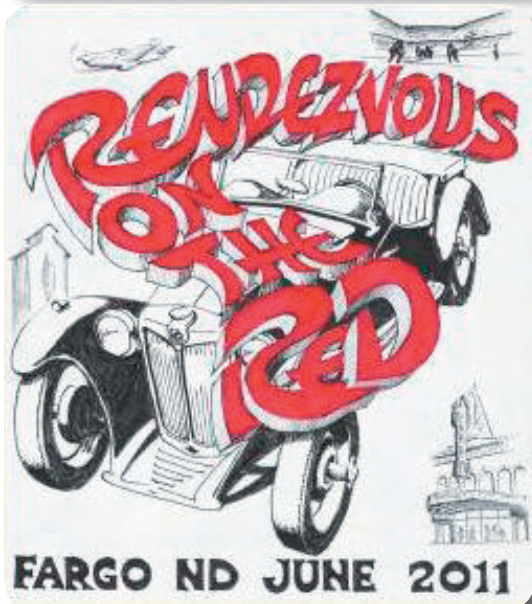
April 15-17
 Dobson, North Carolina



August 17th - August 21st 2011



TRials
 September 22nd - 25th 2011, Galena, IL.
 Featuring the Spinal Tappets



21st Annual Vintage
 Sports Car Rendezvous
 June 16, 17, 18, 19, 2011,
 Fargo, North Dakota, USA



Champagne British Car Festival
 3-4-5 June 2011 Bloomington, Ill



June 19th, 2011
 Sussex, WI.



ISOA SpringTune Up Clinic

May 7th 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.



Meet at Augustino's Deli 6:30 PM
200 West North Ave
West Chicago



White TRash Night, Friday, August 26th

In keeping with SNIC BRAAPP's storied tradition of recognizing talented songwriters, we are including the words from the latest Spinal Tappets recording [available on iTunes after April 31st]. The lyrics are by John McHugh and the song is the tune of **Your Cheatin' Heart** as performed by Hank Williams.

The Ballad of Newt Gingrich Cheatin' for the Red, White and Blue'

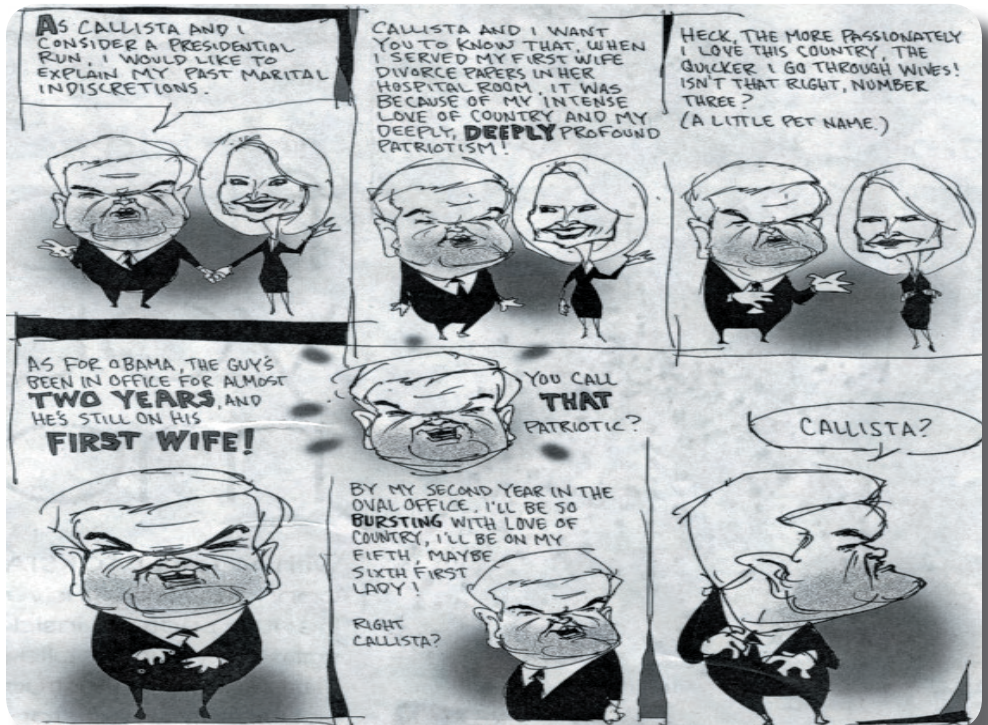
My heart starts a-beatin'
When Congress is a-meetin'
My passion is really so true
Not just philandrin'
Ain't just a-panderin'
I'mcheatin'forthered, white and blue

My head is a-poundin'
The anthem is a-soundin'
The vows I took weren't true
If a gal starts a-blinkin'
It's your fault, Lincoln
I'mcheatin'forthered, white and blue

My heart is a-screamin'
I'm a horny little demon,
Old Newt is anxious to woo
This way I'm livin'
Will I be forgiven?
I'mcheatin'forthered, white and blue

Could the Liberty Bell
Send me to hell?
My soul is a-way overdue
I'm a nasty old gent
Do I have to repent?
I'mcheatin'forthered, white and blue

I'mcheatin'forthered, white and blue





Dear Editor,

I am seeking your assistance in locating some M.I.A. state senators, and I have it on good authority that you and your readers may know their whereabouts. My sources tell me that they are "holed up" at the Clock Tower Inn in Rockford and that your Coventry Irregulars stayed there for two of your rallies. These people are fugitives from justice, and I demand that you cooperate with my private security forces to help return them to Madison,



so they can face justice. Gotta go – My buddy David Koch is on the line.

SW, Madison,
PS - Go Pack!

Dear Governor Walker,

While there are many members of our union of Triumphistae who are intimately familiar with the layout of the Clock Tower, I'm not sure your authority to compel us FIBs to assist your bounty hunters applies to us. It seems to us that the Fugitive Slave Law was implicitly repealed with the issuance of the Emancipation Proclamation. While you and your like-minded colleagues in the Madison Reichstag seem to feel that laws that you don't care for can be cavalierly ignored under the guise of fiscal responsibility, we'll take a pass on turning over some people whose actions strike us as highly principled

to someone like you, whose behavior doesn't.

Dear Editor,

Now that my show is on "hiatus" and I have some time on my hands, I'm thinking about getting into



Triumph ownership. I understand that your club has its meetings at a bar. Is this is true? I also understand that you have a band in your club. I am a rock star, and I'm sure the Spinal Tappets could use my Adonis DNA to put asses in the seats at their gigs. If these rumors are true, I might be interested in joining your group.

Dear Warlock,

While we welcome all new members, even those with Adonis DNA whose entourage includes goddesses, you may find us a bit staid by your standards. We tend to frown on assaulting our significant others, and our interpretation of "partying" may not quite be quite the same as yours. As for our band, the Tappets generally sell out most of their performances, even though most of the members possess typical earthling genetic makeup, although we can't be 100% positive about Swanson.

We humbly suggest you contact the Sunbeam club. They might be more receptive to adding someone with "tiger blood" to their membership. We'll forward your inquiry to our resident Sunbeam expert, Murray Bruskin.

Ed Note: By the time you receive this, it's quite likely that Mr. Sheen's most recent behavior will likely have made this letter obsolete. SNIC BRAAAPP regrets that it is not able to keep up with the daily changes in his behavior.

Dear Editor,

I understand that some of your members are quite handy at fabricating purpose built tools. Like some of your members, I too have conducted tech clinics here at Northwestern, and I also employed the use of specially designed apparatus to drive home my point. Perhaps you can refer me to the proprietor of the Silver Lake Ultimate Triumph Centre, so we can compare notes on coming up with some new designs?



Dear Professor Bailey,

There can be no doubt that many of us learn new concepts best through the use of "special" visual aids. We suspect, however, that the "tools" you have come up with would have limited application at the types of clinics we operate. Perhaps you read about "layshafts," "annuluses," and "thrust" washers and got the wrong idea about the nature of our tech sessions. Besides, taking a perfectly good reciprocating saw, a tool we highly value, and making it into something that can't cut sheet metal, strikes us as obscene.

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. Not recommended for elderly dementia patients who drive MGs. Questions, comments, concerns, or great thoughts should be directed to:

Bob Streepy,

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

SNIC BRAAAPP is published by: VIDataPrint LLC - 847/683-9683



MARCH MEETING NOTES

BY ISOA SECRETARY

PETER "MAESTRO" CONOVER

The March Meeting of the ISOA was called to order by President Roman Hrynewycz at 7:10 pm, immediately welcoming newcomers Ken Smith, who has had a '76 TR-7 sitting in his garage for 14 years, and Dave White, who is looking for a TR-4. Roman then asked me to recap the Board Meeting, held just prior to the general meeting.

After these preliminary formalities, the first major event of the evening was able to take place. Having been absent at the prior meetings since the Big Bash, Ed Krakowiak was finally able to receive his "Super Boomer" award for 2010. For those of you who haven't heard, Ed was awarded this honor after an ill-conceived incident where he attempted to tow his TR8 by himself.

Echoing this solemn rite, President Hrynewycz proceeded to make his first official presidential proclamation: Herewith, all Members MUST wear their name badges to all club events or face a \$1 fine, the proceeds from which will finance the purchase of suitable temporary name tags. Lest we think our President is merely a power-hungry sovereign, he did point out that we currently have many new members, and some just don't know who we all are.

Some of the members then gave updates of their various projects. I spoke on the continuing progress on my Aston, Jim Aldridge is looking for a tig welder, and Lee Feder removed the interior, trunk, and bumper from his TR-6. Dennis Hill wondered about the prospect of mounting tires himself – the general consensus being that it isn't a good idea.

Continuing on a topic discussed in February on the subject of new ideas for technical clinics, it has been suggested that we do an alignment clinic. Many Members thought this was a good idea, and we'll, therefore, try to schedule one sometime in 2012. A general idea of how such a clinic might function was discussed. The most important part was determined to be a requirement that all adjustments on the cars must be pre-loosened before the clinic, since getting

rusty bolts, tie rods, and similar mechanical components to move can certainly slow up the progress on what can otherwise be a relatively simple operation.

Recapping recent past events, Steve Yott spoke on the Transmission Clinic that he hosted. By all accounts, it was an extremely successful event. It was attended by 33 Members, and not only were several transmissions refurbished, but many attending learned a great deal on the subject. This gain in knowledge was aided by the debut of Jay Holekamp's "Visible Transmission." Tim Mantel reported on the annual British Car Swap Meet in Wheaton, where the ISOA table was once again a focus for members and non-members alike, and featured the Visible Transmission, which was again on prominent display. Mike Blonder reported on the progress of the LEMONs TR-7 during a fruitful non-ISOA work session held at Mark Fisher's garage on March 5.

Building on the success of the recent clinic, Steve Yott then gave a brief but comprehensive presentation on basic transmission theory, using the Visible Transmission which had been brought to the meeting as a helpful visual aid. Steve's enjoyable demonstration, focusing on the shifting mechanism, extended for some of us into and throughout the meeting break.

After the break, Bill Jensen went through the lengthy list of upcoming events, highlighting the annual House on the Rock Tour, on which Al Christopher had many logistical details to contribute. The monthly raffle was drawn by Ryan Krakowiak and was won by Jim Chodak.

There were many nominations for this month's Peter M. Roberts award: Jerry Hurst was nominated by Bill Jensen for bringing over tools for and assisting with breaking his ball-joints, Dave Kayson was nominated by Jim Aldridge for obtaining a bumper bar for him, Ed Krakowiak was nominated by Mike Blonder for being man enough to come to the meeting to accept his Super Boomer award, Murray Bruskin was nominated by Kim Casper for delivering his transmission, I nominated Al Christopher for his witty verbiage on the upcoming House on the Rock Tour, Jack Gleason was nominated by Rich Scholl for provid-

ing him with a transmission tunnel, and finally, Jim Aldridge was nominated by Greg Fantozzi for work he did on his differential. Whew! From that formidable list of do-gooders, by popular vote the award went to Kim Casper.

Conversely, the monthly Boomer had but one nomination. Joe Pawlak nominated Joe Kaplon for bringing not one, but three transmissions to the clinic that were deemed not clean enough.

There being no New Business, the meeting was adjourned at about 8:50pm.

Maestro

2011 ISOA BOARD OF DIRECTORS

President Roman Hrynewycz
708/456-4327
rah_63@comcast.net

Vice President Jay Holekamp
630/653-0610
jholekamp@sbcglobal.net

Treasurer/ Regalia Kim Jensen
815/729-9731
KimandBill76@sbcglobal.net

Secretary Peter Conover
peter.conover@comcast.net
708/456-4327

Newsletter Editor Bob Streepy*
630/372-7565
trstreep@sbcglobal.net

Events Jack Billmack*
815/459-4721
jbillmack@comcast.net.

Membership/ Webmaster Tim Buja*
815/332-3119
thebujas@comcast.net

Motorsports/ Curmudgeon Irv Korey*
847/831-2809
emanteno@comcast.net

Technical Coordinator/ Newsletter Publisher Joe Pawlak*
847/683-4184
stagfire6573@foxvalley.net

BCU Reps Mike Blonder*
Terri Underhill

*past president



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

•For Sale: 1963 TR4 project car with clear title. White with steel wheels. Rough, but solid and complete. Engine and trans. out of car. Driver's side rocker bad, but I have a new one. Solid frame. Many new parts. Spare parts [carbs, an extra seat, two extra steering wheels, hubcaps extra trim pieces] \$1000 obo. Pictures upon request. J. Spencer 219-878-9034 jameyspencer@comcast.net [2/11-Not an ISOA member]

•For Sale: 1974 TR6 project. Frame, wheels powdercoated. Rebuilt Transmission with "J" overdrive. Half of suspension rebuilt & painted - other half still together as original. Doors, hood, 2 front fenders and one rear fender and trunk lid in great condition. One rear fender (driver's side has rust in corner). Seats need to be re-done. Have new black top, black carpet, suspension components and more. Pictures upon request. Asking \$3000.00 or best offer. Bill Block. 224-402-0613. [02/11]

•For Sale: 1962 TR3A. Original paint. Running condition. Located in Hinsdale. Ph. 630-323-8131 [2/11-Not an ISOA member]

•For Sale: 1975 Triumph TR6 66K miles. J-type OD. All original. No evidence of collision. Very minimal rust. Solid frame Runs & drives great. \$5000 OBO. Tim Mantel 219-929-1542 [02/11]

•Wanted: Triumph TR4A. Has to be a clean car, no projects. Wire wheels and overdrive would be nice. Call 773-659-9665 and ask for Roy or call 773-936-7286 and ask for Tom [4/11-Not an ISOA member]

•For Sale: New Rover Lip Rear Main Seal for Wetliner Four, Replated Amco Luggage Rack, New TR2-6 Rear Engine Mount, New TR6 Frame Gusset Kit, NewTR4-6 Outer Tie Rods, NewTR4 Choke Cable. TR4/250 hood, TR4 frame/roller with rear suspension, diff and four wheels - Bob Streepy trstreep@sbcglobal.net 630/263-7565 [4/11]

•For Sale: 1979 Spitfire 1500. Blue. 45k miles. Runs terrific. Restoration done in the 90's. Interior near perfect. New Robbins top. Weber carb and header. Monza exhaust. \$7,000. Tom Morgan Email: tomtr676@gmail.com or call 630-587-5677. Visit www.triumphantrestoration.com for photros. [4/11]



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

- | | |
|---------------------|---------------------|
| Dan Cummings 4/02 | Steve Bruzek 4/15 |
| Bill Ruetsche 4/03 | Tom Greever 4/17 |
| Karl Vacek 4/06 | Kevin Boylan 4/20 |
| Beth Cummings 4/06 | Dale Martorana 4/22 |
| Chuck Montague 4/08 | Irv Korey 4/22 |
| Diane Willow 4/08 | Julie Miczek 4/25 |
| Larry Nolan 4/08 | Lars Sullivan 4/25 |
| Tim Mantel 4/08 | Chris Smit 4/26 |
| Janet Hale 4/09 | Tim Buja 4/27 |
| Mark Fisher 4/11 | Ed Krakowiak 4/28 |

MEMBERSHIP COUNTS

150 MEMBERSHIPS - MEMBERS 202

NEW MEMBERS

Ken Smith

1117 71st St., Darien, IL 60561-4029
630 810-0308 - EMail: kclubsmith@aol.com
76 TR7

Kris and John Hall

2795 Kingston Dr., Island Lake, IL 60042-9784
847 526-7352 - EMail: johnnhall3@comcast.net
76 TR6

Scott Redman

2441 W Bradley Pl., Chicago, IL 60618-3731
773 509-9188 - EMail: sredman@cbklaw.com
80 Spitfire 1500

Nick Polykandriotis

17211 S Drauden Rd., Plainfield, IL 60586-9254
815 436-9149 - EMail: nickgpoly@sbcglobal.net
76 TR6



Actual factory TR6 "Ranchero/El Camino Prototype"

TRIUMPH HERALD 1200 UNCHALLENGED!

Get up-to-date on these Herald facts

... (text continues) ...

DON'T OWN ONLY A TR-4 ROADSTER ESPECIALLY WHEN YOU CAN HAVE THE UNIQUE PLEASURE OF ALSO OWNING A TR-4 GT

Roadster to GT or GT to roadster; takes 20 minutes. This is a fully lined removable, reinforced fiberglass fastback that will fit and weatherproof any TR-4 — TR4-A. Available in primer or factory colours. \$255 complete.

\$255 COMPLETE

DEALER INQUIRIES INVITED
SPECIAL RATES TO CAR CLUBS. FOR FREE INFORMATION WRITE
PLOUS DEVELOPERS
Box 1527, Milwaukee, Wis. 53202 Phone 273-6002

Homeward bound in Triumph!

The TR6 belongs to the driver. The Triumph TR6 is always ready for the rigors of tough, America's longest selling sports car has rugged, set in steel at almost every major European rally in the past 10 years.

... (text continues) ...

TRIUMPH TR-3

ISOA ON THE WORLD WIDE WEB

You can always get the latest news directly from the ISOA web site: <http://www.snic-braapp.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 and other "Members Only" material.

ONLINE ROSTER ACCESS INFO

SNIC BRAAAPP

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

THE REAR VIEW MIRROR



APRIL 2011

*Origin of British Leyland code-name "Wedge" for the TR7/8
source: The Manteno Archives*