



SNARK BLECCHH

April 2013



Vol. IV Issue No. 489

NEWSLETTER OF THE
FRATERNAL ORDER OF LAND YACHT ENTHUSIASTS &
SOCIETY OF HISTORIC ILLINOIS TRIUMPHS
DEDICATED TO THE ENJOYMENT AND PRESERVATION OF
GRAND MARQUIS SEDANS AND TRIUMPH SPORTSCARS
CHICAGOLAND'S ONLY MERCURY & TRIUMPH ENTHUSIASTS CLUB

TRIUMPH AND MERCURY CLUBS TO MERGE

FOLLOWING MONTHS OF INTENSE BEHIND-THE-SCENES talks, the Board of Directors of the Society of Historic Illinois Triumphs [S.H.I.T.] and representatives of the Fraternal Order of Loyal Land Yacht Enthusiasts Club [F.O.L.L.Y.E.] have reached a negotiated settlement in which the two organizations will merge. Talks began several months ago after some F.O.L.L.Y.E. members realized the need for their club to be more inclusive. "We recognize that times are changing," stated Mercury club president Earl Write in a hastily arranged press conference. "We can no longer be a club exclusively made up of old white guys in land barges. We need to be a club of old white guys in sporty cars, too, and there just aren't enough Cougars [ed. note: he was referring to cars, not women of a certain age with a proclivity towards younger men.] left, so we approached S.H.I.T. with a proposal to merge our groups. Having foreign cars in our club will demonstrate that we are open to new ideas and that we are, in fact, anxious to encourage diversity within our membership."

"This is a great day, you might even say a 'Triumph' for S.H.I.T. For years we have only asked to be accepted on an equal basis with domestic autos, and this merger is a great first step towards achieving equal status with the Detroit-based cars," stated S.H.I.T. chief negotiator noted Barrister-for-a-Buck, Bob "Burnout" Steele. "We still have some minor issues to work out, such as the itinerary for the House on the Rock Tour and changing the club meeting times so that the F.O.L.L.Y.E. guys will have time to catch the early bird specials at Denny's, but

overall, we're quite satisfied with the settlement. We will post a complete package of the settlement agreement online, just as soon as the Merc guys get a computer."

Not all of the Mercury owners were pleased with the merger. "This is just the first step on a slippery slope," sputtered opposition leader, Glenn Rushbeck. "Today it's Triumphs, tomorrow it'll be Toyotas. Before you know it, they'll even be letting those Mexican built VW's in. I never thought I'd see the day when a Mercury would have to share the parking lot at Mack's Golden Pheasant with a Triumph. I don't know what this world is coming to, and I'm sure glad that most of my friends didn't live to see this kind of mixing of the marques. I say segregation today, segregation tomorrow, segregation forever!" At that point, his caregiver stepped in to remind him that it was time for his afternoon meds and escorted him back to his Grand Marquis.

INSIDE YOUR APRIL SNARK BLECCHH

- *Trust me: I'm an Engineer...*
- *Einstein's Fears Realized*
- *Improvised Auto Repairs!*
- *Parent of the Year Nominees*
- *Signage*
- *Darwin Awards*

Lots More Stuff



Dear Editor,

We here at Carnival Cruise Lines are delighted to announce the "re-launch" of our most prominent luxury cruise ship, the world famous *Triumph*. As a special promotion, we thought it would be appropriate if we invited *Triumph* owners to take part in the second coming [as it were] of this magnificent vessel. We would like to have you and all of the members of your club join us on an all-expense paid cruise of Lake Michigan aboard the *Triumph* this spring. We will leave from the port of Waukegan and make stops at the Cal-Sag Canal, Gary, and Michigan City, where passengers can disembark for local sightseeing and shopping before returning to port.

Following the recent "incident" whereby we experienced a bit of "technical difficulty," we have significantly upgraded our mechanical systems, and now we are proud to announce that the *Triumph* has been converted to the world's first hybrid cruise ship. We were quite fortunate to acquire a large quantity of lithium-ion batteries from Boeing that when coupled to our newly transplanted engines from the SS *Badger*, will provide excellent fuel efficiency and will offer our passengers "smooth-sailing" around the lake.

We are also extremely pleased to announce that we

have added to our already world renowned menu. Our purchasing agents have procured a large supply of tasty Swedish meatballs from the celebrated Ikea chefs with a special secret ingredient that we are certain will satisfy the discriminating pallets of even the most discerning ISOA gourmands.

In addition, as a special feature just for the Chicago tourists, we have decorated the first class cabins with elk heads, since we have it on good authority that Chicagoland high rollers such as yourselves find such taxidermy quite tasteful. Besides, we were able to get a good deal on these items from the U.S. Marshalls.

Finally, I'd like to add that we have procured the services of legendary navigator Francesco Schettino whose reputation for getting his passengers "up close and personal" to shoreline sights is without equal.

We hope you will accept our invitation and take part in this once-in-a lifetime excursion aboard this namesake vessel that we are certain you will find is in keeping with the time honored tradition of the *Triumph* sports-car.



Gerry Cahill, President
Carnival Cruise Lines

Dear Gerry,

While we in ISOA are indeed most appreciative and grateful for your generous offer [who wouldn't want to take a leisurely, moonlight stroll through downtown Gary?], I think I speak for the entire membership when I say that we will respectfully decline your invitation. Granted, the prospect of sudden and catastrophic engine failure while traveling in something bearing the name "*Triumph*" is not uncommon [or without justification] among our members, generally speaking, when we lose power, it is on dry land [*Triumph* powered Amphicars notwithstanding].

Certainly, although we are familiar with oil leaks, seldom does a bit of seepage manage to start a fire that causes the engine to spontaneously combust and leave us stuck for days. While we are accustomed to being towed back to port, or in most cases, our garages, we usually can accomplish this within hours, not days. Consequently, we view the prospect of a week or so adrift with some degree of apprehension. Even when stranded on the side of the road, we usually have the capability to conduct our bodily functions in such a way that the residual effects do not linger with us until we get home.

If you will permit us to offer up an unsolicited suggestion, perhaps you might want to consider renaming your boat. May we humbly suggest something with a bit less of a negative connotation such as *Poseidon*, *Titanic*, or maybe *Edmund Fitzgerald*? At least the passengers on those ill-fated ships were put of their misery rather expeditiously.

Ed

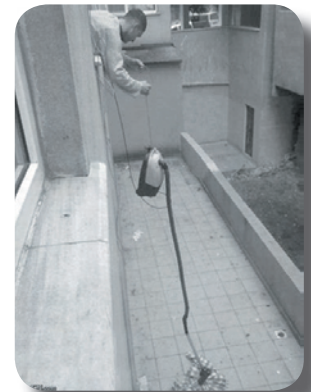
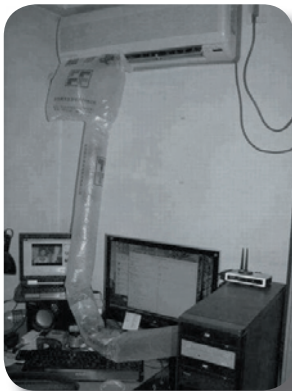
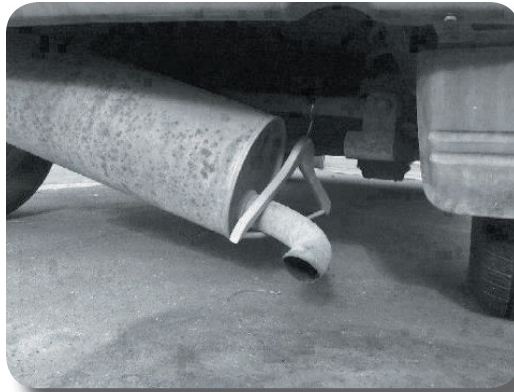
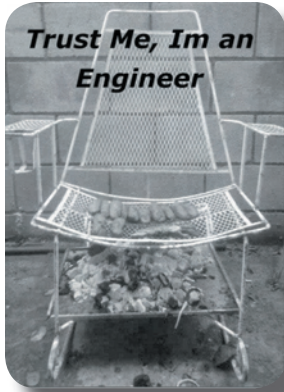


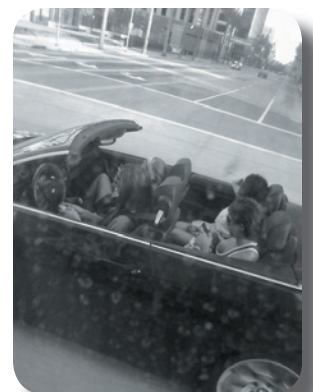
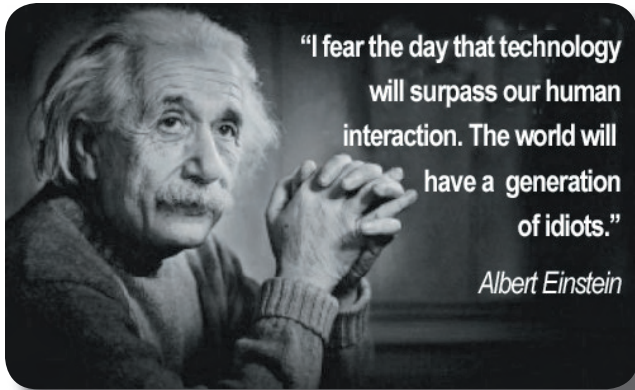
UPCOMING EVENTS

Month	Date	Day	Time	Event
April	4	Tues.	1:30 PM	Membership Meeting - Sun City Topic: The Good Old Days-A Fond Look Back at the Depression
	8	Tues.	5:00 AM	Magneto Clinic: Convert your Car to 6V Positive Ground
	31	Tues.	3:00 AM	Leave for House on the Rock Tour [return in time for early bird]
May	7	Tues.	1:30 PM	Membership Meeting - Sun City Topic: Fashion Tips: Black Socks with Sandals <i>before</i> May 1
	20	Tues.	5:00 AM	Brake Clinic - Converting from Mechanicals to Drums
	30	Tues.	5:00 AM	Pallbearer Practice - All Members Welcome
June	4	Tues.	1:30 PM	Membership Meeting - Sun City Topic: Hints to Remember your Grandkids' Names
	13	Tues.	5:00 AM	Spring Camp Out. at Rock Cut [Return that afternoon]
	20	Tues.	5:00 AM	Leave for Annual F.O.L.L.Y.E. Convention in Dearborn, MI
	27			Arrive in Dearborn, [Return that afternoon]
July	4	Tues.		Return from Convention
	11	Tues.	1:30 PM	Membership Meeting - Sun City Topic: Viagra-You Don't Really Need your Eyesight Anyway
	19	Tues.	1:30 PM	Computer Tech Session "Learning to Use DOS"
Aug.	8	Tues.	1:30 PM	Membership Meeting - Sun City Special Topic: Getting your Damn Discount
	22	Tues.	1:30 PM	Electrical Clinic: Installing a Gramophone in your Model A
	29	Tues.	5:00 AM	Breakfast Tour to Starks/Tour Huntley Outlet Mall
Sept.	3	Tues.	1:30 PM	Membership Meeting - Sun City Topic: Choosing Clever Bumper Stickers for your Motorhome
	12	Tues.	5:00 AM	Clinic - Permanently Wiring the Turn Signals on the Grand Marquis "On" whenever Driving in the Left Lane at 40MPH.
Oct.	3	Tues.	1:30 PM	Membership Meeting - Sun City Topic: Bitching & Moaning About the Price of Everything
		Tues.	5:00 AM	Fall Scented Candle Shop Tour

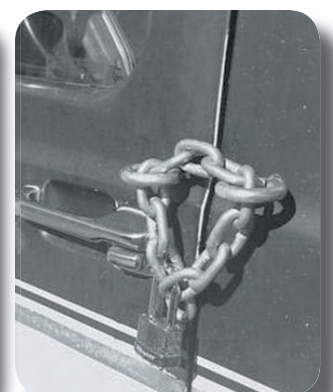
Newsletter Submissions: SNARK BLECCHH is published 12 times a year, more or less, and should be received before the monthly F.O.L.L.E.Y./S.H.I.T. membership meeting. This newsletter is printed on a Gestetner Model A400 duplicating machine in the basement of the Odd Fellows Lodge in Elgin. Submissions can be either typed (originals only, no carbon copies please) or handwritten, in ink-no pencil, and don't send none of them damn new fangled floppy computer disks! All photos will be returned upon request. [mail to the editor]. We will try to make it as easy as possible for you to get your submissions included in this publication. To minimize the risk of serious bleeding from the eyes or rectum, consult your doctor before reading further.

Rufus Leaking, 850 Kent Circle Barlett, IL 60103





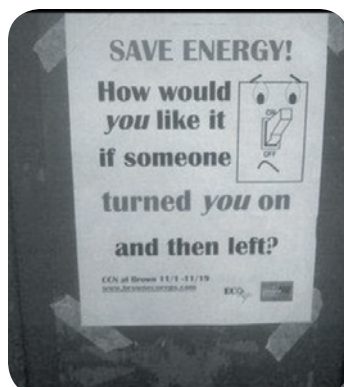
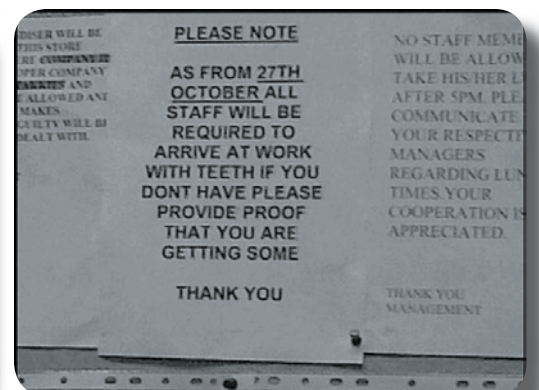
IMPROVISED AUTO REPAIRS

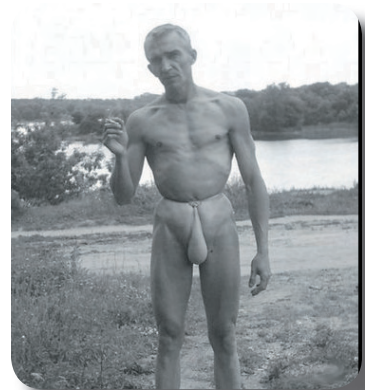




PARENT OF THE YEAR NOMINEES

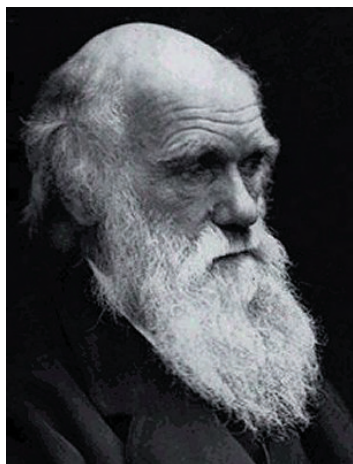








Once again we pay tribute to those innovative individuals who removed themselves from the gene pool during the past year.



EIGHTH PLACE

In Detroit, a 41-year-old man got stuck and drowned in two feet of water after squeezing head first through an 18-inch-wide sewer grate to retrieve his car keys.

SEVENTH PLACE

A 49-year-old San Francisco stockbroker, who "totally zoned when he ran", accidentally jogged off a 100-foot high cliff on his daily run.

SIXTH PLACE

While at the beach, Daniel Jones, 21, dug an 8 foot hole for protection from the wind and had been sitting in a beach chair at the bottom, when it collapsed, burying him beneath 5 feet of sand. People on the beach used their hands and shovels trying to get him out but could not reach him. It took rescue workers using heavy equipment almost an hour to free him. Jones was pronounced dead at a hospital.

FIFTH PLACE

Santiago Alvarado, 24, was killed as he fell through the ceiling of a bicycle

shop he was burglarizing. Death was caused when the long flashlight he had placed in his mouth to keep his hands free rammed into the base of his skull as he hit the floor.

FOURTH PLACE

Sylvester Briddell, Jr., 26, was killed as he won a bet with friends who said he would not put a revolver loaded with four bullets into his mouth and pull the trigger.

THIRD PLACE

After stepping around a marked police patrol car parked at the front door, a man walked into H&J Leather & Firearms intent on robbing the store. The shop was full of customers and a uniformed officer was standing at the counter. Upon seeing the officer, the would-be robber announced a hold-up and fired a few wild shots from a target pistol.

The officer and a clerk promptly returned fire, and several customers also drew their guns and fired. The robber was pronounced dead at the scene by Paramedics. Crime scene investigators located 47 expended cartridge cases in the shop. The subsequent autopsy revealed 23 gunshot wounds. Ballistics identified rounds from 7 different weapons. No one else was hurt.

HONORABLE MENTION

Paul Stiller, 47, and his wife Bonnie were bored just driving around at 2 A.M. so they lit a quarter stick of dynamite to toss out the window to see what would happen. Apparently they failed to notice that the window was closed.

RUNNER UP

Kerry Bingham had been drinking with several friends when one of them said they knew a person who had bungee-jumped from a local bridge in the middle of traffic. The conversation grew more excited, and at least 10 men trooped along the walkway of the bridge at 4:30 AM.

Upon arrival at the midpoint of the bridge, they discovered that no one had brought a bungee rope. Bingham, who had continued drinking, volunteered and pointed out that a coil of lineman's cable lay nearby.

They secured one end around Bingham's leg and then tied the other to the bridge. His fall lasted 40 feet before the cable tightened and tore his foot off at the ankle. He miraculously survived his fall into the icy water and was rescued by two nearby fishermen. Bingham's foot was never located.

AND THE WINNER IS....

Zookeeper Friedrich Riesfeldt (Padernborn, Germany) fed his constipated elephant 22 doses of animal laxative and more than a bushel of berries, figs and prunes before the plugged-up giant finally got relief. Investigators say ill-fated Friedrich, 46, was attempting to give the ailing elephant an olive oil enema when the relieved beast unloaded. The sheer force of the elephant's unexpected (expletive deleted) knocked Mr Riesfeldt to the ground where he struck his head on a rock as the elephant continued to drop 200 pounds of sh#t on top of him. It seems to be just one of those freak accidents that proves... 'Sh*t happens'

MUFFLER BEARING CLINIC

BY T. R. SICKS



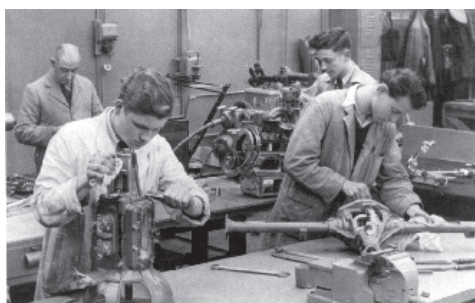
ON APRIL 31ST, AN UNUSUALLY pleasant Saturday morning, nearly 75 ISOAers gathered at the workshop of ISOA chief technical guru Apex Mosier in Chicago to learn at the feet of the master. Apex conducted one of his patented tech sessions, this time on changing out the dreaded muffler bearing. As many Triumphistae have discovered, unfortunately, all too often the hard way, nothing can leave your Triumph dead in the water quite like a leaky muffler bearing. Apex began the clinic by discussing some of the telltale signs that foreshadow the inevitable failure of the muffler bearing.

He began the session by demonstrating the correct method of verifying that the bearing is bad. His special technique is to actually taste the muffler bearing lube, usually Castrol 90W GL6 synthetic, for the burnt almond flavor that foretells the unavoidable bearing failure. Apex recommends that only skilled technicians deploy 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 determined that the fluid was contaminated, the only solution was to remove the bearings from the muffler. This was accomplished by the judicious use

of Churchill Tool #47xky-09. [Lacking the correct tool, it is possible to astutely employ a nine-pound Birmingham/Fletchamstead manual inertia director - aka BFH] on the body of the muffler thus creating a suitable cavity to allow for the extraction of the gudgeon pins. It is important to note the exact orientation 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 an occurrence to be taken lightly.

The next step was 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 was the removal of 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 placed on these bearings. The assembly process is the reverse of the preceding steps.

He emphasized that care should be exercised when reinstalling the circlips on the bearing races and that it is often necessary to shim the Kanuten valve if the preload readings indicate 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, signaling that it was time to take a welcome break and enjoy some fresh, homemade 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 to give the old girl [the car-not Aunt Wanda] a road test. Unfortunately, Apex had neglected to close the battery drain spigot before he began the project, and all of the current in the battery had evaporated, 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 one in attendance when I say unequivocally that a good time was had by all.



The article below appeared in the April 2006 issue of *Road & Track* and is included here with permission from the authors and the publisher. Snic Braaapp extends its gratitude to Thos. Bryand for permission to reprint the text and graphics



FOUR ANGRY CYLINDERS *We test the famous Shiftright Special*

by Joe Troise and Phil Frank

WITH AUTOMOBILES, AS WITH MILITARY battles or the greatest feats of athletes, the line between mythology and reality often blurs. The mere mention of certain icons in automotive history, much less their occasional appearance, is often enough to send serious enthusiasts into a rapture of desire. Could we, mere mortals, actually see, touch and hear Dan Gurney's Ford GT40 Mk IV, Fangio's Maserati 250f, Steve McQueen's *Bullitt* Mustang, Nigel Shiftright's MG TC? Surely, any one of these cars would be the Jewel in the crown in any collection of historic automobiles.

So it was with a sense of awe and anticipation that we motored up Flapping Bonnet Lane to approach the carriage house sitting on the very edge of Nigel Shiftright's legendary estate, Burlwood. While the estate itself seemed to remain elusively out of view during our visit — "regrettably obscured by fog at this time of year" Nigel informed us — the vehicle that gave birth to the Shiftright legend stood there as real as the pool of oil collecting beneath it. The Shiftright Special. The same four angry cylinders that defeated Baron von Stockbroker those many years ago in a vehicular dogfight, which historians rate as perhaps the most thrilling individual feat of arms since David slew Goliath (see "Dawn Patrol." *R&T*. May 1990). We wondered

within ourselves if we were indeed worthy to test drive it. We decided we were.

It is nothing short of remarkable that this car even exists today. The 1948 MG TC was certainly not built with the idea that it would be still running many decades later. It is for this reason, for instance, that modern skyscrapers, tunnels and freeways are not made of wood. Nonetheless, the TC was certainly built to a purpose — to get a person from one place to another as uncomfortably as humanly possible has been suggested as the motive.

As the Shiftright Special was rolled out of its garage, we were immediately reminded of the MG TC's ancestral link to lovely pre-war designs. The Spanish-American War artillery limber or Wells Fargo stagecoach might come to the mind of the casual observer, but we knew better. Here we had a wider, more powerful version of the earlier MG TA/TB models, proving once and for all that the English, unlike their American cousins, are never anxious to throw anything away if they can get 20 more years out of it.

A quick peek under the bonnet revealed the ever-sturdy XPAG engine — a 1250-cc powerplant of gnat-like fury that was good enough, in Nigel's own words, "to propel the MG TC to a respectable finish at Le Mans in 1950 — respectable in that it very politely allowed most of the other cars in the race to go on ahead. Quite sporting, don't you think?"

As we stepped back to view and photograph the entire expanse of its 7-ft. 10-in. wheelbase, we realized how difficult it might be to capture in words what the camera so clearly shows. Yes,

of course, we could talk about those 19-in. wire wheels, proud radiator and the long, graceful clamshell fenders connecting the car front and back into a dignified whole. It's all so very — British. Ultimately, though, we will probably have to rely on quoting Karl Ludvigsen, who seems to have intuitively grasped the TC design better than anyone else, when he suggested (he image of "a coffin riding on four harps." And on what better note to start a road test?

The first thing our readers would likely notice if he or she were to slip behind the wheel of the Shiftright Special is that the typical driver has increased in size quite a bit since 1948 — especially those drivers who were actually alive in 1948,

Starting the Shiftright Special is much like firing up any more ordinary TC. One turns the ignition key to the ON position, theoretically activating the Lucas electrical system. Then, using one free hand, the choke knob is pulled out vigorously, until the dashboard begins to groan in protest, and then it is retracted ever so slightly: with the other free hand, the starter pull knob is also pulled; and with the last free hand, the gearshift is positioned into neutral. This is the preferred method, since having both feet firmly planted on the floor rather than on gas and clutch gives the driver the firm purchase necessary to overpower the choke and starter cables.

True to the car's racing heritage, the large dial directly in front of the driver is the tachometer, with the bothersome speedometer nicely placed out of sight on the left. Not that one would need a tachometer to know the engine is



running. It tappity-taps as only a vintage engine can do; however, a few discreet jabs of the gas pedal tell the driver that there are 54 mighty horses under the long hood protruding in front of him.

Nigel assured us that the Moss gearbox presents no problem whatsoever to the novice driver "unless the engine is running." We confirmed this by noting that whenever we shut the car off and started working the gearshift back and forth, making our own "vroom-vroom" noises, gear selection was indeed much smoother than when the car was actually moving.

Lurching forward to the encouragement of a brisk "Off you go!" from Nigel, we became instantly aware that the Shiftright Special has sacrificed certain amenities on the altar of pure performance, such as suspension, brakes, seat padding and soundproofing. But in return, one gets the sensation of driving on rails—at least until one attempts to steer the car, at which point the sensation of being derailed takes over.

After a quick burst through our first practice run of the slalom, Nigel pitted us for a tech session. He explained to us that in 1948 MG had been experimenting with an Omni-Directional Tire System, which was in fact fitted as a dealer option to the Shiftright Special. This information immediately enlightened us as to the Special's rather unique handling characteristics in the slalom (see photo) and the four different brands of lire on the car (see specifications). In theory, during a hard turn, any one of the four tires can become "Alpha Male," at which point the other three tires will acquiesce to the line selected by the Alpha. At no time is the lead tire predetermined which allows the Special to constantly calibrate the best possible



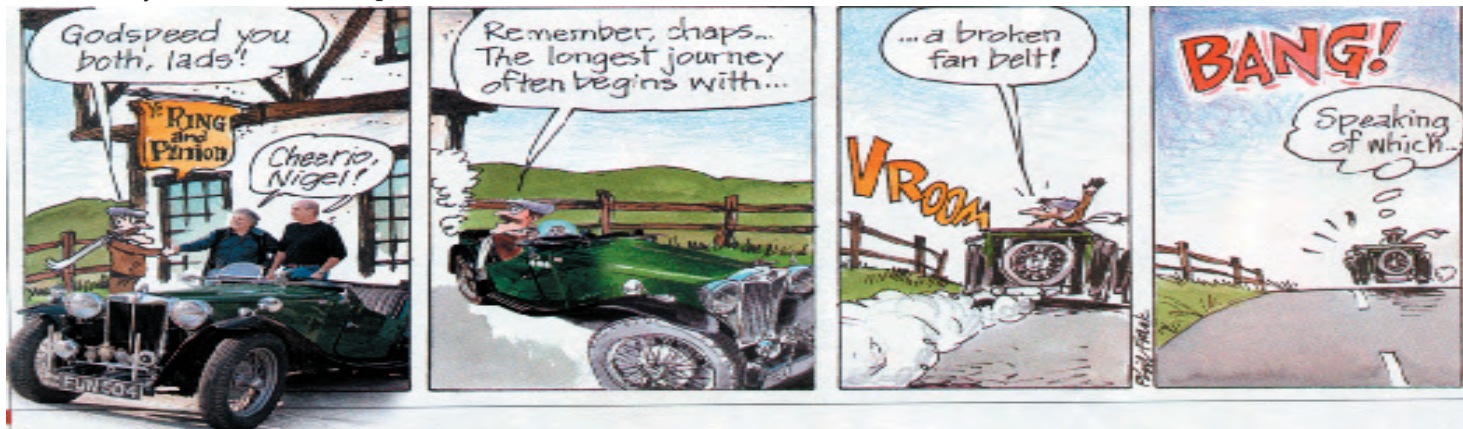
apex at any given moment during the maneuver.

For the actual slalom, acceleration and skidpad testing, Nigel himself took over the driving, directing the car with a grace and aplomb that we could not have hoped to emulate. Just watching him put the car through its paces gave us, the reverent observers, a quick glimpse of what the car must have been like in its glory days—Nigel's confident stride onto the field of battle, scarf flapping in the breeze, his right hand giving a friendly pat to his well-earned kill badges as he strapped himself into the cockpit, always scanning the sky above, ever watchful for the crafty and skillful enemy. His performance during testing seemed unearthly somehow, as if viewed through a lens blurred by time and a thick film of oil spray. Man and car seemed able to jump in and out of reality. One minute the car was here with us, being tested and measured; and the next, we were in a fantasy world of bright colors and very large noses and words frozen in balloons over our heads.

After testing, we gathered at Nigel's favorite local pub, the Ring and Pinion, to assess our results and make our conclusions. Comparing notes, we all came to see one thing with equal clarity—that the glory days of the Shiftright Special was the Age of the Iron Men. Men like Nigel Shiftright, who, in their graceful British machines, fought against a technically superior enemy and when not prevailing outright, at the very least fought the good fight to the end. As Winston Churchill might have put it before the speechwriters got to h "Never have so few done so much with little weather protection."

We watched quietly as this 21st Century anachronism drove off, followed by swirl of blue mist and a whiff of Castro¹. It was difficult to turn our eyes away, Had we only dreamed this wonderful day? But surely we hadn't imagined the last I words Nigel spoke to us.

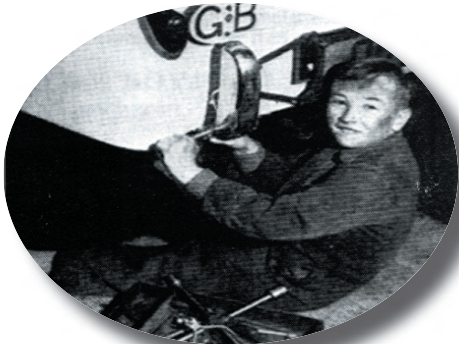
ROAD & TRACK





Commencing with the April 2004 issue of *SNARK BLECCHH* and submitted for your approval, your editors have chosen to include a new monthly "Question and Answer" column exclusively for Triumph technical support and advice. This feature has become an "Advice to the Shopworn" of sorts for Triumph owners. Our contributing expert is the renowned British author and wrenchsmith, Sir Bentley Haynes. Over the past year, many readers have inquired as to Sir Bentley's expertise. We are happy to reprint this biographical thumbnail as an encore presentation for newer members. .

FOLLOWING SERVICE DURING THE Big War as a cabin boy on the HMS Peaquad, young Bentley began his career as an apprentice draughtsman at the Standard Triumph Works Department in Coventry and acquired his expertise by working under, in some cases, quite literally, the legendary Elwood Richardson, Ken's lesser-known, redheaded stepbrother. Young Bentley and Elwood reportedly became inseparable, and it was widely known that they frequently spent many overtime



hours in the dickyseat of Elwood's prototype Mayflower, making sure that the suspension could withstand the strenuous pounding that comes from "manly" driving. He is credited with developing the famous "Bentley Blower" variable induction system, the inspiration for which is rumoured to have come from these late-night sessions. Sir Bentley is perhaps best remembered for fabricating the left-handed monkey spanner [not to be confused with the monkey spanker which he also used extensively.] He was instrumental in the decision to install the radiator fans on the "Sabrina" TRs, which came ever so close to victory at LeMans. Later he drove a specially prepared Razor

Edge Triumph 2000 Saloon in the Alpine Rallye Series in the mid sixties, until an unfortunate incident with a goat prematurely ended his racing career. [The incident was captured on film by a traveling camera crew and has recently been downloaded onto the internet. It's now possible, through the miracles of cyberspace, to view Bentley and the goat, along with other cloven-hoofed animals. For additional information on this and any other adult film expertise, please contact Dave Kanzler directly]

In the late sixties, Bentley turned his attention to arts and letters, and he worked briefly with the Monty Python Troupe, contributing significantly to the "Lumberjack" sketch, [some say from first hand experience.] Later he surfaced as a quality control inspector for Rimmer Bros. Pacific Rim Division, specializing in timing chain tensile strength testing, before turning his efforts to full time wordsmithing.

His works include:

- *The Complete Guide to Lucas Electrical Fault-Finding, Volume I [AC/DC through Dynamos] [13,872 pages]*
- *Competition Modification for the Standard Ten*
- *Don't Sweat the Swarf*
- *The Definitive Handbook on Mayflower Sequential Port Injection Conversion.*

A life-long bachelor, Bentley now lives in semi-retirement on his ancestral estate, Neverland at Blueballs on Talleywacker, Middlesex Lane, Sleaford near Twickenham, NG21 PE17, A4,

Blidworth on the Avon, where you may address your inquiries. Occasionally, he has been known to volunteer as a locker room attendant at an all boys school in Soho to supplement his meager pension. We look forward to many years of invaluable advice from such a renowned individual, and we hope that the extra profits from this year's calendar sales will help pay for his trip to House on the Rock in 2015 where he has been asked to serve as our guest speaker for the VTR Convention banquet. His counsel is geared exclusively toward experienced mechanics only.

Do not attempt any of his repair proposals on your own. ISOA, its board of directors, *SNARK BLECCHH*, or its editors accept no responsibility or liability for mishaps that result in attempting to follow his suggestions.

Dear Sir Bentley,

My dear husband I do so look forward to your monthly column, and we really missed your sage advice while you were on "hiatus." We hope that the guards treated you humanely during your stay and that the gifts we sent you were satisfactory.

As to my inquiry, since my husband and I love to go camping, we are thinking of purchasing a travel trailer [or as you Brits call them, a caravan] to pull behind our beloved Herald. Whenever we go on one of our frequent camping excursions, I am reminded of when our boys were small, and we travelled this great land, camping



along the way. What wonderful memories! We would like to retrace our vacation of those good old days. Are there any modifications we should consider making to our car before we pursue our dream trip?

BB - Crystal Lake

My Dear Lady Spuds.

Many thanks to you and your dear husband for the thoughts and prayers you sent while we were "away." The soap-on-a-rope was especially thoughtful (although, I might add, not really necessary). As to your inquiry of a technical nature, let me say that the



Triumph Herald was actually designed with trailer towing in mind. Although not as stout as the TR3 [pictured with towing trailer below], it has the capacity to haul a good-sized camper easily. However, if you plan to travel in the mountains, I would suggest making a few modifications to assure a trouble-free experience and peace of mind.

I note that your significant other has already installed a Spitfire engine, which should provide more than ample power to tow up to 5000 pounds of gear behind your Herald. I trust he also upgraded the camshaft and the distributor to handle all of the new power supplied by that second carburetor. In addition to the additional displacement, I would recommend the following:

Firstly, I would suggest upgrading the braking system by switching to silicone fluid to the hydraulic system, as it is lighter and has a higher boiling point, and therefore, is less likely to suffer from the effect of the higher altitudes. Also, I would install

Alfin ventilated drums on the rear [the standard drums on the front should suffice in all except the highest mountain ranges, and of course, the highway engineers have already provided ample opportunity for "emergency" braking by adding runoff lanes every few kilometers.

Secondly, I would encourage uprating the springs to accommodate the extra mass of the trailer. [One or even two extra leaves should suffice]. While you're at it, you might also want to consider revalving the dampers in the rear as well. You may want to pursue the addition of an automatic transmission for your Herald. The popular "Dynaflow" version is readily available and well-suited for handling the extra power the Herald engine provides. The conversion kit is quite straightforward to install, and I would recommend the cruise-control option as long as you are at it.

Lastly, I would refer you to my reply to Mr. Burnout from last year on improving the performance of your Herald so as to be able to keep up with high-speed traffic, should you find it necessary to travel on the expressways for extended time periods at more than 80 MPH while towing with your Herald. The part number for the nitrous kit is the same for the Herald as for the Stag, but the supercharger uses the earlier version.

None of these alterations should prove too costly, and all can easily be achieved in a weekend using simple hand tools. Don't forget to add a charming sign to your trailer such as, "Don't come knocking if this trailer's rocking," and you and your hubby should be good to go!

Happy Trails - BH

Dear Sir Bentley,

I am at my wit's end trying to decode all of these new-fangled abbreviations that these young people use whenever they send me any kind of correspondence. In my day, we spelled out expressions

whenever we wrote social notes to one another, and we always used our best Palmer method penmanship. Now these young punks just text combinations of letters. It's just plain gibberish! Is there any kind code book that will help us adults decipher these messages.

EW, Mt. Prospect

Dear Earl,

While I wholeheartedly agree that it is most unfortunate that polite correspondence has been replaced by the use of these contractions, it is possible for those of us of a certain age to make sense of these enigmatic acronyms by the use of a texting "cheat sheet" for seniors. I am including some of the most common variations, and I shall post updates as they become available. I hope this helps in your quest to make sense of these otherwise unfathomable combinations of letters.

- * ATD- At the Doctor's
- * BFF - Best Friends Funeral
- * BTW- Bring the Wheelchair
- * BYOT - Bring Your Own Teeth
- * CBM- Covered by Medicare
- * CUATSC- See You at the Senior Center
- * DWI- Driving While Incontinent
- * FWIW - Forgot Where I Was
- * GGPBL- Gotta Go, Pacemaker Battery Low
- * GHA - Got Heartburn Again
- * HGBM - Had Good Bowel Movement
- * LMDO- Laughing My Dentures Out
- * LOL- Living on Liquor
- * OMSG - Oh My! Sorry, Gas
- * TOT- Texting on Toilet
- * WAITT - Who Am I Talking To?

I do hope these help. GGLKI (Gotta Go, Laxative Kicking in!)

Happy Texting



AFTER MONTHS of contentious debate between opposing factions of the board of directors, the F.O.L.L.Y.E. board narrowly approved a measure to institute a policy of background checks for any prospective new members. This decision comes after a heated dialogue between the partisan factions that make up the current Board of Directors.

The new policy will require that anyone applying for admission to the Fraternal Order of Loyal Land Yachts Enthusiasts be subjected to a thorough background check before probationary status membership status will be granted. "We need to figure out a way to prevent the drain on our resources created by all of these newbies who are joining the club in order to have the old-timers fix their cars," said the conservative board majority leader Elwood Write. His liberal counterpart, Jake Manteno, responded in a prepared statement stating, "F.O.L.L.Y.E. has always been a "Beacon on the Hill" for those oppressed minorities seeking assistance in repairing and maintaining their Mercurys and Triumphs. Requiring people to be subjected to this demeaning and humiliating experience is an affront to everything we stand for." Still in doubt is the question of those individuals who have attended the club meetings illegally.

The debate stems from an incident when a new member dropped off a grime-caked, inoperative TR2 transmission on the front porch of a clinic host a few days before a scheduled clinic with a note stating, "Please take this thing apart, rebuild it as necessary, so that I can sell it. Also, if it's not too much to ask, could you list it on EBay for me and have the purchase price credited to my

PayPal account. TIA."

The proposal to ban semi-automatic transmissions is still stalled in committee. The Triumph faction, led by Dave "Rumpus" Kanzler has gone on record as saying that any efforts to allow semi-automatics will be met with staunch resistance. "Sports cars have always had manual gearboxes. If we allow semiautomatics, we might as well throw out the second amendment to the Bentley shop manual. Just because the geezers in the Mercs can't remember the shift pattern anymore is no reason we should start letting people install Powerglides or Dynafloes in Triumphs," shouted Kanzler. Final details on the implementation of this new procedure were not fully available at press time but will be fully outlined in the next issue of this newsletter.

The board also chose to convene a special club conclave made up of members from both the old ISOA and FOLLYE boards to select a new leader. The conclave will meet in secret to choose this new chief executive who will be granted infallible powers in club leadership. Each time a vote is taken, a TR6 with triple Webbers set too rich will start, thus sending up a cloud of black smoke to indicate that no consensus was reached. Once this college of car guys has reached a decision, they will signal the membership by starting the official F.O.L.L.Y.E. club car, a 1972 Triumph Stag with a blown head gasket, thus emanating a cloud of white smoke to signify that the new leader has been selected. It is hoped that the new eminence can be chosen no later than April 31st to avoid the cancellation of the annual House on the Rock Tour, since the board had previously determined that a sequester resulting in draconian cuts to club tours will automatically take effect that day. All eyes will be on the parking lot of Mack's

Golden Pheasant to see if this most sacred of club tours will take place on schedule.



Terry Daktul 4/04
Leah Tard 4/09
Claire Voyance 4/09
Max Welhaus 4/13
Lynn C. Doyle 4/16
Chip Monk 4/19
Warren Pease 4/19
Otto R. Rottic 4/19
Stu Meet 4/21
Vito Powers 4/23
Al B. Tross 4/23
Eileen Dover 4/23
Otto Graph 4/24
Sue Age 4/25
Peg Board 4/28
Paul Bearer 4/29

NEW MEMBERS

Ivan Yakenhoff
1215 Coventry Lane, Manteno, IL
1950 Mayflower Turbo

Harry P. Ness
1588 6th St., Downers Grove, IL
1972 TR6

Ben Dover
1963 Kent Circle, Chicago, IL
1982 Acclaim

Olga Fokyrclph
1600 Pennsylvania Ave, Berwyn
1965 Spitfire MK V

Jack Hoff
666 Mocking Bird Lane, Calumet
City
1968 2000 Estate

Rufus Leaking
10 Abbington Court, Spring
Green, WI
1963 Herald Sprint



ALTHOUGH THIS PUBLICATION DOES not ordinarily accept classified ads from commercial vendors, these deals from "Honest Bob's ThunderCheese Specials" were just too good not to share with our readers. You can order those hard to find items on line at: Buzbeard@aerolsol//overhaul.com. More specials arriving daily **You must mention this ad to get these prices!!**

WE AIM TO PLEASE AT THUNDERCHEESE



CEO and Founder, Honest Bob Buzbeard, the Triumph Owner's Friend

1. TIRE AIR CHANGE KIT. This kit comes with everything you need to change the air in your tires. This highly recommended but often overlooked maintenance item is much easier now. Remember to change your air every 3000 miles or twice a year. \$25

2 BLINKER FLUID. You knew it existed but, WOW, is this stuff hard to find. 4oz bottle. \$12 Better Yet! Synthetic Blinker Fluid. 4oz bottle. \$24

3 LIGHT BULB FILAMENTS. Why throw away a perfectly good turn signal or stop light bulb when you can just install a new filament? Premium Filaments, made in the USA! \$1 ea.

4 MANIFOLD HEAT. Yes, your exhaust manifold should be HOT. If it's not, you may need this item. Sold by the BTU. \$3.50

5 STEERING WHEEL GASKETS. All SIZES available! Email for specific application. From \$9.99

6 TIE ROD TENSIONER. Is your tie rod limp? Tension it with T-50! \$14.99

7 ALTERNATOR BATTERIES. (4 required, replace them all!) From \$2.99

8 FAN BELT BUCKLES. Specify brass or chrome. Gold available special order. \$14.99

9 MUFFLER BEARING MANUAL. Print version \$59.95 CD version \$49.99

10 UNIVERSAL MUFFLER BEARING TOOL KIT \$105.59

11 MUFFLER BEARING HI TEMP SYNTHETIC LUBE (the only kind we sell!) \$40.24

12 MUFFLER BEARINGS From \$19.95

13 MOMENTUM (required for tackling some off road obstacles) Sold by the lb-ft/sec \$0.50

14 SUPER SEAT CLEANER (sometimes required after using too much Momentum) \$3.99

15 MUFFLER BEARING GASKET KITS From \$9.99

WE WILL NOT BE UNDERSOLD!

We can supply the same parts as can be found from other online vendors of muffler bearings but at drastically discounted prices. *We couldn't say if it wasn't true!* Don't forget - , when it sounds too good to be true, it has to be Buzbeard. If we don't have it, you don't need it. Everything must go; no reasonable offer refused! Remember, we screw the other guy and pass the savings on to you.



ORIGIN OF THE WEDGE NICKNAME



SNIC

BRAAAP

APRIL 2013

Vol. IV Issue No. 490

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-SIXTH YEAR -

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

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

BY SNIC BRAAAP EDITOR BOB STREEPY

AMONG THE PANTHEON OF ISOA SACROSANCT TRADITIONS, none come close to 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 BRAAAP*, in particular, have utilized the April issue of this bird-cage 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 2013. 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 whom I have never met and whose sensibilities may well be more delicate than mine, and 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 BRAAAP* 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, the distant future. You will find all those topics contained herein, in this issue as well as in every other one that has a Kent Circle return address. Also included are occasional tech articles along with 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 comedians, let alone amateur newsletter editors, sometimes underestimate the humorous effect of their material and fail to amuse 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 is 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.

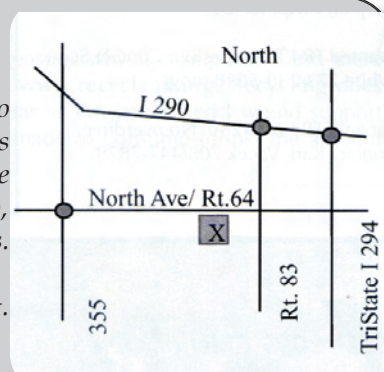
Streepy



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
Apr.	7	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	13	Sat.		Chili & More - Morgan's, 4N154 Thornapple Ln., St Chas.
	20-21	Sat.-Sun.		Chump Races at Road America
	27	Sat.	8:00 AM	Distributor Clinic - Pawlak's
	31	Wed.	3:00 AM	House on the Rock Tour XXXVII
May	4	Sat.	8:00 AM	Tune Up Clinic - Fisher's Shop, 1114 Rail Dr., Unit C, Woodstock
	5	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	10-11	Fr.-Sat.		Celebration of Automobiles - Indianapolis Motor Speedway
	18	Sat.		Spring Tour/Breakfast Run on Rte 66
	25-June, 2			17th Annual British Car Week
June	2	Sun.		Champagne British Car Show - Bloomington
	2	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	8-9	Sat.-Sun.		Chump Races - AutoBahn Country Club, Joliet
	12-15	Tu-Fri		TRA Convention Kenlake Resort & Lodge, - Aurora, KY
	15	Sat.		Breakfast Tour/Campout at Black Hawk Farms
	16	Sun.		Wisconsin British Car Field Day, Sussex, WI
	23	Sun.		Michiana Brits Show - Notre Dame, IN
	28	Fri.		Drive In Movie Night - Cascade Drive In - West Chicago
July	7	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	14	Sun.		Barrington Concours D'Elegance, - Makray Memorial Golf Club
	14	Sun.		22nd Annual "Mad Dogs & Englishmen British Car Faire" - Hickory Corners, MI
	19-21	Fri-Sun.		The Hawk Race at Road America
	20	Sat.		Summer Driving Tour - Denny Stock
	21	Sun	3:00 PM.	ISOA Annual Ravinia Outing
Aug.	1-3	Th.-Sat.		The Roadster Factory Summer Party
	4	Sun.		Transportation Extravaganza - Illinois Railway Museum, Union, IL
	4	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	9	Fri.	7:00 PM	White Trash Night - Sycamore Speedway
	15-18	Th.-Sun.		Open Air Classic in Wisconsin - LaCrosse, WI
	18	Sun.		Orphan Auto Picnic - Kendall Cty fairgrounds
	25	Sun.		Geneva Concours d'Elegance - Geneva, IL
	30-9/1	Fri.-Sun.		Moonshine & Bootlegger Run - Lake Lawn Resort, Delavan, WI
Sept.	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]



MARK ON THE MARQUE



BY ISOA PRESIDENT
MARK HATTENHAUER

The Hurt Doctor...this is going to hurt you more than it's going to hurt me...this can't be good for business.

I WAS GOING TO MAKE THIS THE STATE OF THE state address this month, but April just has too darn many great holidays to neglect. Far too many to fit them all in this column (lucky for you). So where should I start? Fasten your seatbelts, this could be a rough ride.

April begins with *Read A Road Map Week*, so let's unfold it and see what's inside... everyone knows:

- 1st *April Fool's Day*, but how many of you knew it was also *International Tatting Day*? Let's follow this map, Fool's Day and Tatting Day, I'll let you connect the dots here (again I'm not saying...but the saying "tit for tat", I know which one I'm choosing). Skipping ahead to the...

- 5th, Here's a keeper, *Go for Broke Day*. As TRIumph owners, this is a special day. We can't go because our TRIumph broke, or we are broke from fixing said broken TRIumph. Perhaps you went for broke when buying a TRIumph, if not shortly thereafter. Famous quote: "If it ain't broke, don't fix it." Most Triumph owners paid no attention to that quote and are now quite aware of the saying: "No good deed goes unpunished!" or was that "stupid is as stupid does." Again, I'll let you decide.

- 6th brings us *Plan Your Epitaph Day* and *Sorry Charlie Day*. You just can't make this stuff up...what a great country. I suggest you celebrate the former first, in case Sorry Charlie means Good-bye Charlie, and you need that epitaph. Moving on for those still with us,

- 7th is the ISOA meeting. If you want to know which holiday we're going to celebrate, you'll have to attend the meeting (perhaps bait and switch, an unethical sales technique that lures club members in with a promise that the President has no intention of honoring... again you decide, teaser or pleaser?).

- Start your week out right with the 8th *Draw a Picture of a Bird Day*. Please refer to my picture at the top of this page for my bird. Followed by the:

- 9th *Name Yourself Day*. However, I don't suggest you try this with ISOA nicknames. Fru Fru, can I get a witness?

- 10th is *Golfers Day* and the bonus, it's on a Wednesday. I will be forced to celebrate and play golf (if Punxsutawney Phil and Woodstock Willie get their heads out their holes!).

- 11th The Masters begins, and this is my favorite weekend of the year! My TR6 is green with a beige interior to match the fairways, greens and bunkers of Augusta National. This is also *Eight-Track Tape Day*. Let's see a show of hands, who has a tape that hasn't been eaten?

- 12th is *Russian Cosmonaut Day*. For those in ISOA, that would be Cosmo Not Day. Joe, Jay and others - can I get a witness?

- 13th *Scrabble Day* falls on the same day as Chili and more (perhaps a game or two of dirty Scrabble will be played at the Morgan's). This is also *Blame Somebody Else Day*. If you don't like this article, blame someone else (it's not my fault, sounds like a good idea for another holiday).

- 14th *Ex-Spouse Day*. There are numerous ways to celebrate this one, making that alimony payment, or just crossing off another year of that twenty year sentence. Remember, you'll get out on parole. Others are still serving that marital life sentence.

- 15th *Rubber Eraser Day*. Income taxes are due today. You certainly don't need an eraser to make that money disappear. The IRS and the government do

a fine job all by themselves. This is also *National Take a Wild Guess Day*, as in take a wild guess, how much you owe the IRS. Once you have figured that out, you can celebrate *National This Day Sucks*.

- 17th is *Blah, Blah, Blah Day*. However, if some hottie celebrates *National Wear Your Pajamas to Work Day*, perhaps you can forget about the blah, blah, blah.

- 18th is *International Juggler's Day*. Try tap dancing and juggling at the same time. Now that's a skill set.

- 19th is *National Garlic Day*. Vampires really don't like this one.

- 21st *Kindergarten Day* in honor of Friedrich Froebel the creator of kindergarten. All I have to say to this is, "Grow up!"

- 22nd *National Jelly Bean Day*. I thought that was Easter.

- 24th *Pig in a Blanket Day*. I'll let you use your own visual here.

- 25th *World Penguin Day*. Toes out and waddle please.

- 26th *National Pretzel Day*. Hug an Australian Day. Hug one and twist them like a pretzel.

- 27th *Babe Ruth Day*. This one's for the Bambino, eat a Baby Ruth candy bar today.

- 28th *International Astronomy Day*. Discover the Cosmos...Is there more than one? See above, can I get a witness? Also *Great Poetry Day*. Thirty days has September, April, June and Novemehr...you're lucky there aren't 31 days this month.

- 29th *Shrimp Scampi Day*. For the Italian shrimp lover in you, Mario can I get a witness?

- 30th *National Honesty Day*. Honestly, you thought this month would never end?

So many holidays, so little time to celebrate them all. Hopefully, driving season is upon us and you might want to keep this copy of *SNIC BRAAAP* in the trunk. You can use this page to check your dipstick. Other options include emergency toilet paper.

Ihr Prasdent(umlaut uber die a)...ein Mann das Volkes.

Painless



SWAP MEET

TEXT BY BOB STREEPY

PHOTOS BY MARK HATTENHAUER

THE 17TH ANNUAL Chicagoland British Cars Swap Meet and Autojumble took place on Sunday, February 24, at the DuPage County Fairgrounds in Wheaton, Illinois. This event has come to represent the equivalent of the vernal equinox among British sports car owners throughout the Midwest. Much like Punxsutawney Phil crawling out of his burrow, Chicagoland LBC owners emerge from their winter hibernation and stumble about in the daylight for the first time in months. But instead of foraging for food, they are scavenging for arcane car parts.



This year was certainly no different. Seventy-four vendors of used and abused car parts filled two buildings on the fairgrounds,

and more than 700 prospective buyers rummaged through various and sundry rusty, greasy car parts hoping to score that special bit of ephemera that would enable them to complete their restoration projects. While the widespread use of internet auction sites has made it possible for car restorers to mouse and click their way around the world looking for parts, there is really no substitute for the visceral feeling of fondling an oxidized upper control arm or grease caked distributor in the flesh.

As has been the club's custom for many years, the Illinois Sports Owners Association manned a booth to get the word out to nonmembers about the virtues of ISOA membership. Bill Jensen and Joe Felix were there bright and early, and Jay Holekamp brought in the club visible transmission to display once again. As has been the case for several years, the side of the transmission with its gears whirling away struck fear into the hearts of some of the show goers who seemed altogether horrified that this contraption might dismember any of the onlookers. Despite this menacing apparatus, several new

members were recruited.

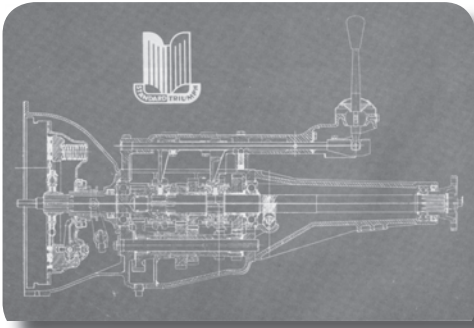
Vendors from throughout the Midwest were there including a friend of ISOA, Ted Schumacher, who trucked in from Ohio. Still, most of the booths were manned by individuals who were attempting to dispose of parts they no longer needed. Apparently, good deals were abundant as evidenced by the number of fairgoers, were loaded down with all sorts of treasures.



By midday things began to slow down considerably, and many of the vendors had either sold out or made so much money that they started packing up. In any event, the swap meet always serves as a great time for ISOA members, particularly those who are unable to attend meetings or clinics, to catch up and reconnect after a long winter's extended hibernation.

Suds

TRANSMISSION CLINIC TEST & GRAPHICS BY BOB STREEPY



ROUGHLY 30 COVENTRY IRREGULARS DESCENDED UPON the bucolic south eastern Wisconsin village of Silver Lake on Saturday, February 16, to take part in the club transmission clinic. The initial phase was designed to explain, disassemble, and diagnose typical problem areas frequently found in Triumph gearboxes. The clinic was hosted by Steve Yott and Mona Shannon, and got underway at approximately 8 AM. The early birds enjoyed coffee and pastry while kibitzing on various and sundry topics mostly centering on Triumph ownership.



Steve got things started with a thorough explanation of the workings of the TR series transmission. To illustrate some of the principles, Steve used the ISOA "visible" gearbox, which he and Jay Holekamp built several years ago. Steve "geared" his presentation down so that even the English majors in attendance could grasp the basic principles of what he described as the "Goes Into" and the "Goes Out Of" ends of the tranny. The explanation was clear,

concise, and humorous. Steve also spent a few moments displaying and describing many of the specialized, purpose-built transmission tools that he has custom fabricated in order to properly and expeditiously tear down and rebuild Triumph transmissions.

Steve was joined by Joe Pawlak, who elaborated on some of the differences as well as the similarities used by the Triumph transmission designers on the Spitfire and TR7 transmissions.



Following the theoretical portion of the clinic which lasted about an hour, Steve then dismissed the attendees, and the group broke up into two clusters gathered around some gearboxes that had been brought in for examination. Steve began by going through a TR6 transmission brought in by Paul Barthel, while Joe focused his attention on a GT6 gearbox that belonged to Jim Billimack. Many in the audience watched with their mouths agape at the skill and dexterity of Steve and Joe as they tore down the transmissions with deftness and apparent ease. Before long, both gearboxes were transformed into a pile of synchros, bearings, gears, shafts, and fasteners. Sadly, for both transmission owners, the prognosis was not good for either one. The TR6 trans belonging to Paul was found to have chipped gears, a bad counter shaft, and several other problematic components, while the GT6 trans was pronounced DOA.

Joe next focused his attention on a TR7 5-speed gearbox owned by Bob Hansel. Fortunately for Bob, the diagnosis was much better. The tear down revealed no significant damage other than some routine wear and tear. The general prognosis was that this gearbox would live to shift another day.



At roughly noon, Mona announced that lunch was served, and the horde of Triumphistae did not need a second invitation to take a break. Steve had prepared a cauldron of delicious chili, and Mona had baked cornbread and set out snacks and drinks for all to enjoy. The lunch was delicious, and everyone welcomed the opportunity to sit and relax over a hearty bowl of Steve's tasty chili.



Following the lunch break, the group adjourned to the garage to continue wrenching. Steve next focused his attention on Peter Shopperly's TR6 trans in which a previous owner had welded the release bearing fork to the clutch shaft – not



necessarily a recommended fix. Steve had to use a Sawzall to bisect the shaft. A replacement was installed with a modified role pin to hold the fork. Steve and Peter also replaced the tail shaft seal.



Meanwhile, Joe tore down Chris Scmit's Spitfire gearbox, and as with Bob Hansel's, Joe determined that there was no major damage, and, consequently, it was a candidate for a routine rebuild.

Back at station number one, Steve next focused his attention on Scott Ayre's TR6 gearbox. Soon it was broken down to the component level, and Scott was busily writing down part numbers to replace the worn out shafts, bearings, synchros, etc. that had served their purposes, but were now ready for retirement.



At this point, the hour was getting late, and the presenters, as well as the observers, were ready to

call it a day. Unfortunately, not all of the gearboxes that had been brought in were diagnosed on Saturday, but everyone who attended came away with a newfound appreciation for the unbelievable talent and skill possessed by Joe and Steve. The attendees left with a better understanding of why the service and repairs on these mechanisms can often run into serious money.



Suds

SNIC BRAAAPP® is the monthly newsletter of the Illinois Sports Owners Association, an organization dedicated to the preservation and enjoyment of Triumph Sports Cars. Pictures, descriptions or accounts from this publication may not be reproduced without written permission. Member submissions are welcome, but the editor reserves the right to modify content to fit the space available. Contributions received after the 10th of the month will probably appear in the following issue, if at all. 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. Questions, comments, concerns, or great thoughts should be directed to:

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 Contributors: Mark Hattenhauer, Dave Kanzler

At the March ISOA meeting, a number of websites were discussed that provide parts and information of interest to Triumph owners. If you know of others, please contact trstreep@sbcglobal.net to list them in a future newsletter. Caveat Emptor

Triumph Related Web Sites

www.abingdonsparesllc.com/

www.Autox.team.net

www.bpnorthwest.com/

www.britishcarforum.com/bcf/forumdisplay
Discussions of Triumph motor cars. ... British Car Forum Help ... BCF Free Classifieds - Buy, sell, trade, find all your Triumph stuff!

www.britishframeandengine.com/ Provides a variety of specialty parts and regular parts for British sports cars.

www.britishv8.org/ Online magazine and forum for modified British sports car enthusiasts. Includes how-to guides and photo gallery

www.britishwiring.com/ BritishWiring carries an extensive line of wiring harness for most classic British cars and motorcycles

www.buckeyetriumphs.org/ Great technical articles

www.fot-racing.com/ Friends of Triumph, owners of competition Triumphs keeping the glory alive.

www.john-skinner.co.uk/ Interior Trim for British Classic Cars, Triumph TR2 to TR6 made to original specification

twww.macysgarage.com/

www.mossmotors.com/

www.revingtontr.com/ UK based Triumph specialists, offering standard and modified TR series Triumph

www.rimmerbros.co.uk/ Parts, Spares and accessories for Triumph

www.the-roadster-factory.com/ Triumph and MGB Sports Car Restoration Parts

www.6-pack.org/ USA based organization dedicated to the enjoyment, preservation and restoration of the Triumph TR250 and TR6 Automobile

www.team.net/TR8/ This wedgesite is a collection of things about the Triumph TR7, TR7-V8 and ... We should also note that this website is the "home" of the WWWWedge mailing list

www.teamtriumph.com/ New, used, rebuilt, performance and obsolete British car parts

www.teglerizer.com/triumphstuff/index. Triumph Spitfire pages links to tech sites, after market performance and other useful information

tr6.danielsonfamily.org/

TR7/8triumphtr7.com/ Forums, show reviews, technical information

www.triumphexperience.com/ Triumph Sportscar Owners Club - Spitfire TR6 GT6 TR250 TR3 TR4 TR7 TR8 - All Models Welcome : Forum, Photos, Registry, Cars For Sale, Library

www.triumphstag.net/ Discussion Forum From the Triumph Stag Mailing list

www.trshop.co.uk/

www.tsimportedautomotive.com

www.victoriabritish.com/ Free parts and accessories catalogs for your , Triumph 1953-1981,

www.vtr.org/ North American club of Triumph owners and enthusiasts.

ANOTHER POLITICALLY INCORRECT ESSAY - YOU JUST NEVER KNOW...

BY DAVE "RUMPUS" KANZLER

SEVERAL YEARS AGO I WROTE AN article entitled, "Probably a Politically Incorrect Essay" (July 2009) wherein it had a satirical motivational poster implying that Miata owners are "light in the loafers" as it where. In it I mentioned that one of my best friends has a Miata, so it is ironic that the impetus for this essay began with him.

There are some absolute truths I live my life by: the superiority of manual vs. automatic transmissions; that water seeks its own level; and that what is equal to something, is equal to the thing that something is also equal to (or whatever the hell it was that Daniel Day Lewis said in the movie, "Lincoln"). The golden age of porn was in the 1970's. Prior to that, movies featuring explicit acts were called "stag" movies, with no sound, no plot, and 8mm film. The cultural changes of the 1960's begat the mainstream porn of the 1970's, actual plots, 16 mm film, big budgets, feature length, and shown in local movie theaters. To quote Wikipedia, "only in the 1970's were porn movies semi-legitimized." *Deep Throat*, the most famous porn, and the most profitable independent movie of all time,



came out in 1972. Anyone who has seen the movie *Boogie Nights* about the 1970's porn industry realizes that this all began to change in the 1980's with the wide proliferation of video cameras, amateur videos, and to once again quote Wikipedia, "This was the end of the age of big budget productions and the mainstreaming of pornography."

Another absolute truth is that male porn actors from this era wore tight pants, polyester shirts, gold chains and drove Corvettes; no self respecting TR6 ever went to Studio 54 or appeared in a porn movie. The character Dirk Diggler from the movie "Boogie Nights" is based on the real life porn star John Holmes, and he snorts a lot of cocaine and drives an orange Corvette Stingray (see picture). Somehow polyester shirts, gold chains, cocaine, porn stars and Corvettes just seem to go together. 1970's Corvettes in porn movies make perfect sense. The 1970's Corvettes were flashy, had big engines, and were a little bit tarty. Let's face it, we all wanted to drive one back then. We might even have taken one for a test drive on the side, but you wouldn't actually buy one and have it live with you in your garage.

To drive a Triumph meant to be above it all in the 70's, to have a certain level of class and distinction. A TR6 was a gentleman's car, one you could have a long term relationship with and feel good about driving it to your mother's house. So imagine my shock and horror when my Miata driving friend sent me a link to a

1970's era porn movie clip where a polyester clad actor drives a Triumph TR6 (see photo). Needless to say, my world view has been shattered. What could have driven this pretty blue powder TR6 to sink so low? Was it a bad oil change? Maybe her carbs were out of sync? Perhaps she was parked next to some Vette's and fell in with a bad crowd? (You might expect such a thing from a RED TR6, but a genteel powder blue TR6?!) Oh, the shame of it all. I remember during the O.J. Simpson trial some woman called in to a sports radio show and said, "I just know he couldn't have done it; he is such a nice man," and the radio show guy said, "Lady, nobody really knows anybody." It is sad, but I guess the same can be said about cars. I guess all I can say is that at least this TR6 wasn't being driven by a pizza delivery man.



Who knows what happened to this wayward TR6? Does she lie today under a viaduct soon to be in a "ran when parked" photo? Or, did she find a good home and get a frame off restoration? Who knows, maybe you could be driving her today?

Rumpus



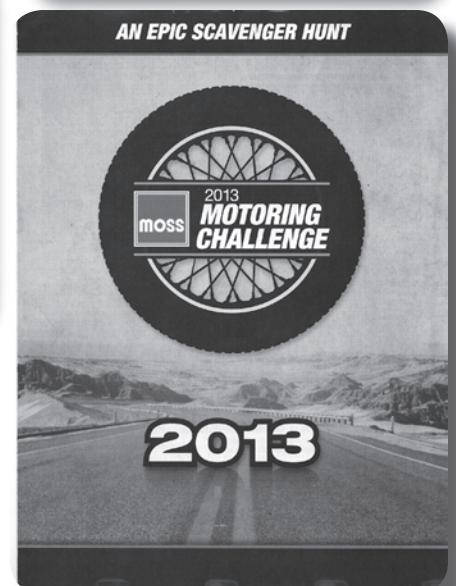
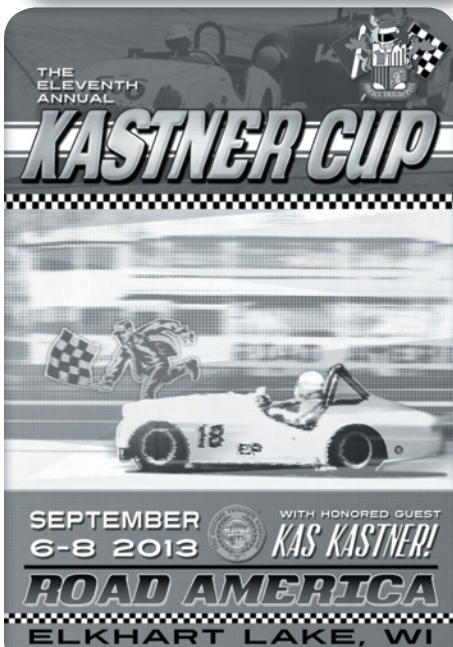
April 26-28
Road Atlanta



The Chumpcar Race Series returns to Road America April 20th & 21st. ISOA's semiofficial entry, Rusty Galore piloted by Team Bondo, is scheduled to compete. Make plans now to come to Elkhart Lake to cheer Silo and the gang on to a victory.



Sunday, June 16th
Sussex Park, Sussex, WI



Details at ISOA meeting or
www.MossMotoring.com/Challenge



Breakfast Run/Campout
June 15-16



House on the Rock Tour
XXXVII - April 31st



Great Lakes TRials

Preliminary Itinerary

Thursday
Registration
Welcome Party

Friday
Membership Meeting
Road Rallye & British Pub Lunch
Dinner-Tour
Evening Shenanigans

Saturday
Car Show in Empire
Afternoon on your own to explore
• Eighthouse & Winery Tours
• Quiet Towns for Shopping
• Driving the Fabulous Back Roads
• Sleeping Bear Dunes National Park
• Pacer Staking Drive
• Dune Climb
• Many Trails and Beaches
Evening Awards Banquet

Sunday
Breakfast & Farewells
Start Planning for the 2014 Trials in Hawaii

Where: The Leelanau Peninsula Michigan
Who: The Great Lakes Triumph Roadsters
Mark & Terri Anderson - Event Chairmen
Contact: alan@trialsinfo.com (917) 269-4180
Host Hotel: Holiday Inn West Port
603 East Front Street
Traverse City, MI 49686
(800) 888-8000

6-PACK TRials September 19-22, 2013



TRA Convention
June 12-15, 2013
Kenlake Resort and Lodge,
Aurora, Kentucky
Hosted by ISOA members
Jeff and Libby Slaton

Six Pack TRials 2013
Sept. 19-22
Traverse City, MI
Hosted by ISOA members
Mark and Terri Anderson

VTR Convention
Oct. 2-6, 2013
San Rafael, CA
Hosted by Triumph Travelers
Sports Car Club



Vintage and Classic Car Show
May 10-11
Indianapolis Motor Speedway

British Car Festival

September 8th • 9:00am to 3:00pm
Registration 9:00AM to 12:30PM
Awards at 3:00PM
Harper College, Palatine, Illinois
www.britishcarunion.com

Sunday, Sept. 8th
Harper Community College
Palatine



ISOA White Trash Nite
Fri. Aug. 9th - 7:00 PM



Sunday, August 18th
Kendall County Fairgrounds



Sunday, August 4th
Union, IL



Sunday, August 25th



ISOA Picnic
Sunday, July 21st

ACE SNIC-BRAAAPP REPORTER ATTACKED



BY BRENDA STARR

BOOMER-AWARDING WINNING SNIC-BRAAAPP reporter, Dave "Rumpus" Kanzler was attacked by unknown assailants in his home last week. According to the police report, two men and a very muscular blonde woman with pig-tails and large breasts who apparently goes by the name Broomhilda, broke into Mr. Kanzler's home in the middle of the night. They forced Mr. Kanzler to don a Martini racing shirt, tattooed the words "PDK's Rule" on his forehead and broke his right arm." The medical examiner, Kay Scarpetta, said that markings on his skin indicate that

his arm was apparently broken by the clutch pedal from a Triumph TR6. Mr. Kanzler reported that the assailants spoke with a German accent and said, "Now try and shift your manual transmission, bitch!"

The incident appears to stem from a recent article Mr. Kanzler wrote criticizing Porsche's with PDK transmissions and by implication the people who drive them. Wolfgang Doppelgänger, spokesman for Porsche North America said, "Vee are aware of Mr. Kanzler's defamatory article, and vee are not amused," but he denied any responsibility in the attack.

The police issued the following statement, "We have no firm leads, but we are monitoring internet chat rooms and email listserv's, and we would ask the public to report any inordinately passionate discussion on the subject of manual vs. automatic vs. PDK transmissions to your local police department."

In a wide ranging interview with this reporter, Mr. Kanzler said, "I will not back down, and I will continue my attempts at explaining to PDK drivers the error of their ways. PDK's are for girly men and to say a PDK is a manual transmission is like a rich suburban housewife driving a Range Rover with rhino bumpers claiming she drives an "off road" vehicle..... Hey, you don't smoke, right?"



ISOA TECHNICAL ExSPURTS

TR2 Al "Chromedome" Christopher
773/233-2526

TR3/4 Pat "PowerBulge" 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. Revenue Mike "Scooter" Johnson
Ombudsman scooter5559@comcast.net

The Roadster Factory



TRF Summer Party 2013
August 1st, 2nd, 3rd.
Theme is "County Fair"



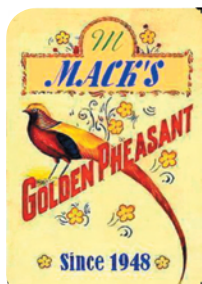
ISOA White Trash Nite
Fri. Aug.9th - 7:00 PM
Sycamore Speedway



MARCH 2013

MEETING NOTES BY ISOA SECRETARY

BOB "SUDS" STREEPY



More than fifty Conv-
e n t r y
Irregulars squeezed
into the garden level
of Mack's Golden
Pheasant to attend
the March meet-
ing of the Illinois
Sports Association

on Sunday, March 3. The standing room only crowd may well have been motivated by the prospect of saving the cost of a first-class stamp, since the 2013 deadline for ISOA dues was March 9. President Mark "Painless" Hattenhauer called things to order at roughly 7:10 PM by introducing himself and those board members present, as well as newly "volunteered" BCU rep. John Hall. Among the attendees was first timer John Kage of St. Charles, who owns a 1971 Spitfire. Membership chair Tim "Toolman" Buja reminded the attendees of the dues deadline and then spoke briefly about internet security for the ISOA e-mail forum. Continuing with the cyberspace theme, Jack Billimack led a discussion about various websites that members have found useful for parts and technical information. [see page 25]

Mark then asked for project updates from those in attendance. Jack spoke about the progress on his TR4A. As of March 1, the engine had been rebuilt, the engine bay was painted, and the car is now awaiting final assembly. Kim Jensen was pleased to announce that she had test driven her Spitfire and that the recently rebuilt overdrive transmission was functioning flawlessly. John Kolton mentioned that he had sourced most of the parts necessary for the assembly of his TR4A, and he planned to begin work in earnest as soon as the weather allowed Yvonne to park her car outside. Al Christopher announced that he had installed patch panels on his TR 2, and he planned to take the car in for paint and bodywork shortly.

The conversation then turned to past events, and Kyle Kayson spoke about the swap meet which took place

previous Sunday at the DuPage County Fairgrounds. Bill Jensen announced that at the swap meet he succeeded in recruiting six new members, and the general consensus was that the day was quite enjoyable for the vendors as well as a fairgoers. Several people spoke about the recent transmission clinic held at Steve Yott's in Silver Lake, Wisconsin, [see article on page 18]. Mark also took the opportunity to extend belated 50th anniversary well wishes to Barbara and Jack Billimack, who celebrated their golden anniversary the previous Sunday.

Jack then took the microphone to discuss upcoming events and spoke about the series of technical clinics scheduled to take place this spring, as well as the Taste of ISOA Party to be held at the Morgan's. Prior to the break, Mark asked if anyone had parts for sale or was in need of anything in particular. George Grumbos mentioned that he needed a TR6 left front and rear fender. John Kolton said he was in the market for a GT6 interior kit, and your humble and obedient scribe mentioned that he had a few TR4 warranty booklets available at a ridiculously low price.

Following the break, new member John Kage drew Pete Ballard's name in the raffle, and then it was time for the monthly awards ceremony. Tim Buja nominated Joe Byers for volunteering his 1955 Chevrolet for use as a prop in a film being produced by students at Columbia College. Dennis Hill nominated Mark Hattenhauer for bestowing his club nickname [Flicker]. The drink chit and temporary custody of the chalice was unanimously given to Joe.

The Boomer nominations for March went first to Al Christopher by way of Mark Hattenhauer for using his foot to break the fall of a very heavy sheet metal brake resulting in serious damage - not to the brake, but to his foot. To compound things, Al then managed to make a second trip to the ER after sawing through part of his hand while trying to install a handrail to enable him to navigate stairs in his home. Mark nominated Lori Ann Fisher for her request for additional snow - which was granted, and Jack Billimack nominated Dennis Hill for his garage lighting system which, while romantic, left much to be desired in terms of working on cars.

To no one's surprise, Al received the award. There being no new or unfinished business of note, the meeting was adjourned at 8:53. With apologies for any unintentional errors or omissions, your humble and obedient scribe

Suds

2013 ISOA BOARD OF DIRECTORS

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Regalia 815/729-9731
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Secretary/ Bob Streepy*
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Motorsports/ Irv Korey*
Curmudgeon 847/831-2809
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Bailiff Roman Hrynewycz*
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rah_63@comcast.net

Sgt. at Arms Peter Conover
708/383-9160
peter.conover@comcast.net

BCU Rep John Hall
847/526-7352
johnnhall3@comcast.net

* 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*

•**For Sale:** Limited number of faithful reproduction TR4 warranty booklets. Selling at cost while they last. Bob Streepy trstreep@sbcglobal.net. 630/263-7565 03-13

•**For Sale:** Richard Good Triple Zenith Stromberg carb and intake setup for TR6. Including cold air intake. Carbs rebuilt 3 seasons ago. Real nice setup. - \$ 825.00 Electronic 123 Distributor for TR6. 16 curve option settings. 3 seasons use. Very solid unit, changing out to a newer model with boost retard control option - \$225.00 Call Doug Larson 815/370-0065 [02/13]

•**For Sale:** 1968 TR 250 restored. Contact Matt Krajniak for details. redtr6@gmail.com ph. 630/245-1156 [02/13]

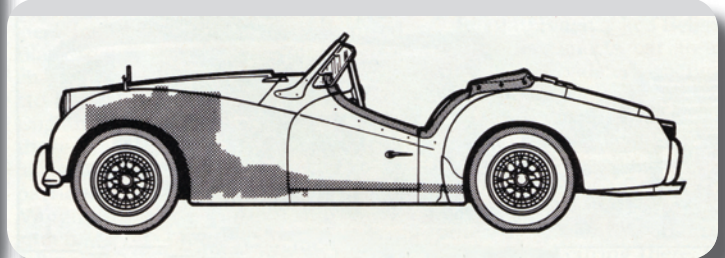
Snic Preview -Coming in the May NEWSLETTER
- Available only at sleazier newsstands

- You Only Live Twice - Restoring a UK TR6 PI**
 - Carb Clinic**
 - Chili & More...**
 - Caravaning Guidelines**
- Lots More Stuff*



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

Griz Holbrook 4/01	Dale Martorana 4/22
Tony Salem 4/03	Irv Korey on 04/22
Tim Mantel 4/08	Kathy Marr 4/25
Chuck Montague 4/08	Lars Sullivan 4/25
Larry Nolan 4/08	Chris Smit 4/26
Roger Briggs 4/11	Tim Buja 4/27
Mark Fisher 4/11	Kyle Kayson 4/29
Toni Polczynski 4/13	Jerry Hurst 4/29
Denise Allgaier 4/16	Dave Shedor 4/30



New Members

Rich Frain
8328 Lilac Ln., Tinley Park, IL 60477-6574
H: 708 532-1696 - EMail: richf7771@msn.com
57 TR3, 60 TR3

Brian Peek
19550 Everett Ln., Mokena, IL 60448-7873
H: 708 479-6359 - EMail: bpeektr8@aol.com
68 TR250

Thomas and Mike Schlondt
9198 N 950 W. De Motte, IN 46310-8442
tkriskraft@aol.com
74 Spitfire, 63 Spitfire

Rod Buss
31260 N River Rd., Libertyville, IL 60048-4243
847 421-5995 - EMail: rodneymbuss@gmail.com
74 TR

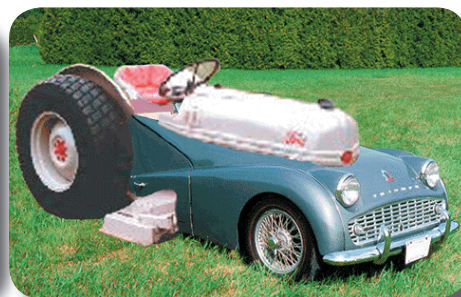
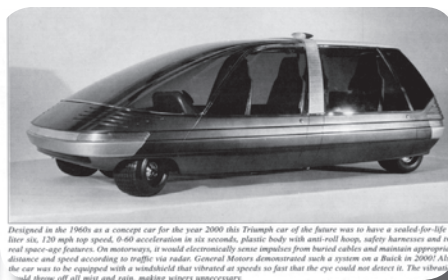
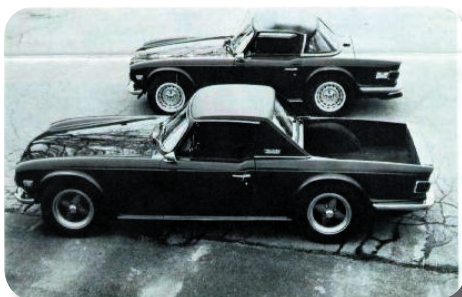
Jeff Janda
416 Greenwood St., Evanston, IL 60201-4718.
847 328-5402 - EMail: jjanda@thirdwavellc.com
74 TR6

Craig Wiest
7614 W Tuscarora Rd., Mapleton, IL 61547-9387
309 697-5299 - EMail: wiest@telstar-online.net
61 TR3

John Kage
302 S 7th St., Saint Charles, IL 60174-2605
630 584-0893 - EMail: jvmbkage@comcast.net
71 Spitfire



(C) 1997 Trevor Boicey, tbo



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



RUFUS "SCRAP IRON" LEAKING CHECKING SHOCK BOUNCE ON
PROTOTYPE ARTICULATED FRAME 1963 HERALD

APRIL 2013