



SNIC BRAAAPP

JUNE 2013

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NEWSLETTER OF THE ILLINOIS SPORTS OWNERS ASSOCIATION

DEDICATED TO THE ENJOYMENT AND PRESERVATION OF TRIUMPH SPORTSCARS
CHICAGOLAND'S OLDEST AND MOST ACTIVE TRIUMPH ENTHUSIASTS CLUB

- NOW IN OUR FORTY-SIXTH YEAR -

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

CHILI & MORE....

TEXT BY JACK BILLIMACK AS TOLD TO BOB STREEPY. GRAPHICS BY THE AUTHOR, TOM MORGAN, AND TERRY UNDERHILL



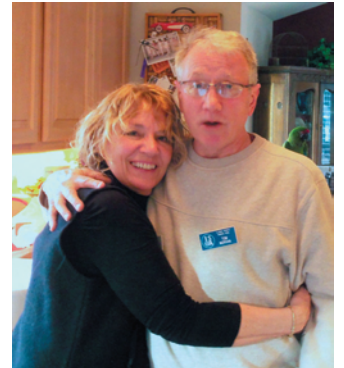
ON SATURDAY, APRIL 20, SOME THREE DOZEN Triumphistae / gourmards convened at stately Morgan manner in St. Charles to attend the annual ISOA event formerly known as Chili Fest. The attendees included several new members including longtime friends of Morgans Dave and Shirley Stauffacher from Monroe, WI.

The festivities got underway at roughly 2:30 in the afternoon and continued until after 9 PM. The 2013 iteration of this time-honored event was rechristened "Chili and More" to allow for other tasty concoctions besides the ever popular chili.

For those making their maiden pilgrimage to Casa Morgan, Tom's garage made quite an impression. In addition to accommodating his pristine TR6, the garage also features very interesting graphics, a

television and various automobilia and petrolania displays as to suggest a small museum.

Many of those in attendance ventured no further than the pristine garage to kibitz over beverages and snacks most of the afternoon and evening. Others migrated into the family room for conversation, while still more headed for the garden level of the Morgan residence to vie in wheel-to-wheel competition on Tom's elaborate slot car track. Many of those in attendance diced it out and the featured race of the afternoon saw Roman "Jr." Hrynewycz do battle with Denise "Spike" Allgaier.



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INSIDE YOUR JUNE

SNIC BRAAAPP

- *Indy Celebration of Automobiles*
- *Distributor Clinic*
- *You Only Live Twice -Part II*
- *Tune-Up Clinic*

Lots More Stuff



In last month's newsletter, David Stauffacher chronicled the acquisition and restoration of his RHD UK spec TR6. He concluded that text with a somewhat cryptic teaser about a "Big Bang." Here in part II, he provides us with the followup after his most unpleasant experience at a 2009 club outing in CA.



TR6 PI - PART II
TEXT & GRAPHICS BY
DAVID STAUFFACHER

FAWKES

NO, I'M NOT TALKING ABOUT GUY Fawkes! (Although with all due respect, I like raising a perfectly pulled pint of John Bull Bitter to the "Guy" every November!) I christened my TR6, Fawkes, after Professor Dumbledore's phoenix. Why the phoenix reference will become apparent as my story resumes...

That white wall turned out to be a van driven by a couple of teenagers who decided to make a left turn directly in front of me. It happened so quick that my reaction



time was nil - we collided at 40 mph! Little did my wife know that the next time she would see me, I would be in the hospital and the TR6 would be totaled! Luckily I survived; the car didn't. It took me a couple of years to recover from injuries; even longer to put my TR6 back together. It was a tragedy to see my beloved TR6 destroyed. However the real tragedy was not having enough insurance to cover the car's value! While restoring the TR6, I had it insured for the cost of material only. When I finally got my TR6 on the road, I forgot to up the collision/comprehensive coverage to restored value! The TR6 was grossly under insured which caused all kinds of legal problems that took over two years to come to a less than satisfactory solution. Suffice to say, their lawyers were more devious than mine.

At this point I was pretty depressed. My cherished TR6 that I spent years meticulously restoring was totaled and the settlement, after paying medical expenses, was way under what I needed to restore the car. There was a time where I seriously considered getting out of the Triumph hobby and take what

little money I did have and put it on a down payment on a brand new Datsun 370Z. But in the end I realized that I enjoyed Triumph cars and people way too much to part company!

So I began my second frame-off restoration after only 18K miles since the first!

To put the car back together, I used the best parts of my original TR6 plus some from a couple of donor TR6s. The frame, tub, front fenders, bonnet and doors were off a 1974; the bumpers, front valance and seats came from a 1969. It was a sad moment to see my original car lifted off my trailer and dumped unceremoniously on the top of a pile of cars destined for the crusher!

This time I took notice of what was different between a Home Market vs. North American TR6. The body, chassis, engine and transmission are the pretty much the same. Aside from the right hand steering and fuel injection, it was the little things that proved interesting.

Once you get used to sitting in the "passenger" seat, it all looks the about the same. The center gauges and plinth controls are in the same arrangement. Of course, the speedometer, tachometer, and wiper/washer controls are reversed. Strangely there are no hazard warning lights. The turn signal and O/D switches are on the right and being a 1970 model, the lights switch is on the left. You have no idea how many times I turned my lights on when trying to use my indicators! The pedals are in the same order but are angled to the left. For the tech guys: ever wonder about those two odd holes in the top of the pedal box? One is for the accelerator cable; the

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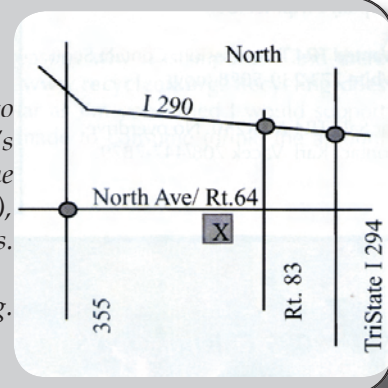


ISOA EVENTS CALENDAR

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
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]
	13	Sat.		BlonderHillFest & Wine Tasting - Harbert, MI
	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
	25	Sun.		Milwaukee Masterpiece Concours d'Elegance
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]
	6-8	Fri.-Sun.		VSCDA Elkhart Lake Vintage Race - Features Triumph [Kastner Kup]
	8	Sun.		BCU Festival - Harper Community College, Palatine
	15	Sun.		Cantigny Car Show - Wheaton, IL
	19-22	Th.-Sun.		Six Pack TRials - Traverse City, MI
Oct.	2-6	Wed.-Sat.		VTR Convention - San Rafael, CA
	4-6	Fr.-Sun.		Louisville Concours - Louisville, KY
	6	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	11-13	Fr.-Sun.		Fall Driving Tour by Kim/Judy Casper
	13	Sun.		Toys For Tots Run
	19-20	Sa.-Sun.		LeMons at Autobahn



A LITTLE BS FROM BS



NEWS AND VIEWS FROM
THE BUSTED KNUCKLE GARAGE

BY SNIC BRAAAPP EDITOR BOB STREEPY

An Editorial

WHILE EACH OF THE LAST 102 issues of SNIC BRAAAPP that have emanated from Kent Circle have included the above titled "A little BS from BS," this page has commonly lived up to its title by wholly abstaining from ever containing any verbiage that might be interpreted as the least bit relevant. As editor of this august publication, your editor has seen fit to refrain from ever writing anything that could possibly be construed as anything resembling an editorial. I have always felt that opinions should be kept to oneself whether spoken or written, and that a car club newsletter is the least likely place anyone would ever turn to for opinions - informed or otherwise.

However, this month I'm going to make an exception to my own rule in this space, and offer up a totally unsolicited view in on a matter I deem of considerable significance to the readers of this column - all three of them. I believe that every card-carrying ISOA member (that would be if we still

had club membership cards) should make every possible attempt to attend this year's Triumph Register of America convention in Aurora, Kentucky. There are several factor that have led me to this conclusion, not the least of which as is that ISOA members are hosting the event. Jeff and Libby Slayton have gone to great lengths to coordinate and plan this national event, and I believe it's the least that we can do for our fellow club members to make every conceivable attempt to support their efforts. The convention location is within an easy day's drive of greater Chicagoland, so the distance or time should not really pose much of a barrier to attending.

Another reason that it makes sense to me for us to have a large presence at this convention is that some of our newer members may not have seen first hand what takes place at a national Triumph club convention. As a large number of Coventry Irregulars are well aware, our club has sought the right to host a VTR convention within a few years and the more club members who can attend this one in Kentucky to observe the activities and events firsthand, the better prepared we will be we host one of our own. Its one thing to attend the convention as a participant, but it is quite another to view one from the perspective of a possible host.

Last but not least, Triumph conventions - whether Six Pack, TRA, or VTR - are inevitably a lot of fun, even more so when a large contingent of Coventry Irregulars take part. ISOA convention caravans have provided the grist for hilarious stories going back decades, [although some of the stories tend

more toward tragedy than comedy - mid-Ohio and Albany come to mind.] While some of our members may be inclined to want to skip TRA, especially if they don't own "tractor motor" Triumphs, to me this is a somewhat feeble excuse for not taking part. Granted TRA is an organization devoted to the preservation of sidescreen Triumphs; however TR6s, Spitfires, Standard Tens, and wedge cars, not to mention Miatas, Mustangs, and [gasp!!] even MGs are all welcome at TRA.

Jeff has assured me that the rallies and cruises that he has laid out will take place on some of the most scenic roads in North America. That alone should be enough to make the trip in itself. He has also told me personally that the host hotel will be among the finest to ever welcome any Triumph convention, and the region offers a diverse and eclectic assortment of interesting sites. And speaking of sights, participants will have the opportunity to observe some of the most spectacular Triumph in existence at this event. I for one am eagerly anticipating this year's TRA convention, and I full well expect that it will provide more than a few amusing stories for us to share in years to come. Like the new Infiinty JS commercial says, "The moments we share today inspire the stories we tell ourselves tomorrow." I encourage you to make plans now to be a participant at this year's TRA so that when those stories are swapped around the figurative club camp fire known as Mack's Golden Pheasant, you won't say to yourself, "Gee, I sure wish I had been there."

Suds

ISOA MEMBERSHIP: Being a member of ISOA is easy! Owning a Triumph is optional; you can drive whatever you want. All you need to do is pay your annual dues of \$35.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

Send check to: Tim Buja, 1173 Butler Road, Rockford, IL 61108-4702



ON THE MARQUE



A LITTLE PAIN FROM PAINLESS
BY ISOA PRESIDENT
MARK HATTENHAUER

Comfortably numb... let's start the drill

BRITISH CAR WEEK (MAY 25-JUNE 2) ends the month of May and rolls in the month of June. Hopefully we all have our Triumphs out of mothballs to join in the festivities. June is home to Aquarium, Candy, Dairy, Fight the Filthy Fly, Gay Pride, National Accordion Awareness, National Adopt a Cat, Fresh Fruit and Vegetables, Rose, and Turkey Lovers Month. Try to use that in one sentence. So many to choose so little time to celebrate. Okay try to keep up as I run down this month's holidays. Miss a little miss a lot.

- June 1st - *National Doughnut Day* created in 1938. Krispy Kreme is giving out FREE donuts today (remember Elvis' favorite is jelly filled).
- 2nd - *National Bubba Day*. Bubba is Yiddish for grandmother. Who knew? This is also *National Rocky Road Day*. It's all about eating the ice cream. So hop to it Bubba.

3rd - *Chimborazo Day*. This is an inactive volcano and is the closest place on earth to the Moon and farthest from the earth center. If planning the trek, check: Things to do in Ecuador.

4th - *National Cheese Day*...grilled cheese if you please.

5th - the *Festival of Popular Delusions Day*. This is a good day reconcile your own beliefs with reality. No arguing with yourself (I'm sure that's a whole different holiday)

6th - *National Yo-Yo Day*. The yo-yo is the second oldest toy in history (over 2500 years).

7th - *National Chocolate Ice Cream and Doughnut Day*. The daily double, can it get any better than this?

8th - *World Naked Bike Ride Chicago (and Skate)*. "I got a brand new pair of roller-skates...you've got a brand new key." Bare as you dare.

9th - *Donald Ducks Birthday and The Belmont Stakes*. Last leg of the Triple Crown, pony up and get your bets down.

10th - *Ice Tea Day*. Sweetened or unsweetened?

11th - *Corn on the Cob Day*. Don't forget to floss!

13th - *Weed Your Garden Day*. What the hell kind of holiday is this?

14th - *Flag Day*. Commemorating the adoption of the red white and blue flag and believed to have originated 1885.

15th - *National Flip Flop Day*. I hate that little thingy between your toes. Ugh.

16th - *National Hollerin' Contest Day*. Come out with the Bubba's and holler some.

17th - *Father's Day*. Who's your Daddy?

18th - *Ride your Motorcycle or Scooter to Work Day*. How'd that work out in Easy Rider?

19th - *Emancipation and World Sauntering Day*. This commemorates the abolition of slavery...before that I don't think there was a lot of sauntering in the South. I'm not saying... I'm just saying.

20th - *Summer Solstice and Ice Cream Soda Day*. Make mine root beer float.

21st- *Cuckoo Warning Day*. Where did this come from? Who knows, but you've been warned.

22nd - *Take Your Dog to Work and Chocolate Éclair Day*. Keep Fido out of the éclairs...your coworkers will like you more better.

23rd - *National Pink Day*. I'm afraid of where this is headed.

24th - *International Fairy Day*. Is it wrong? I told you I was afraid about yesterday's direction.

25th - *George Orwell's Birthday*. Anyone laughing now?

26th *Chocolate Pudding Day*. Who doesn't like pudding? Talk to Bill Cosby.

27th - *National Columnists Day*. Think about this holiday and whether to ban guns. Wait does this article make me a columnist...never mind.

28th - *Paul Bunyan Day*. Walk with a blue ox and carry a big axe.

29th *Camera Day*. Picture this...there's only one more day left in June. Can I get an amen?

30th - *Meteor Day*. The month unlike this column seems have flashed by(as in bye-bye).

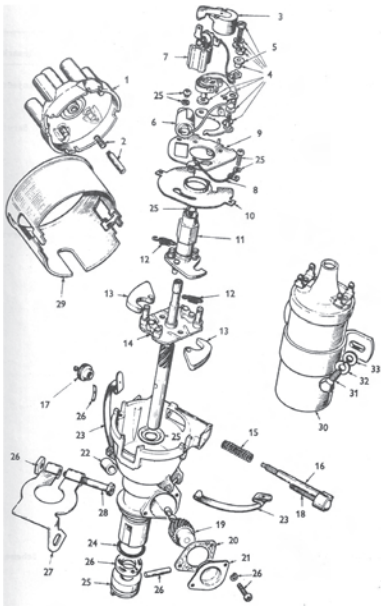
Tying this all together, what does any of this have do with TRIumphs? Damned if I know...I own one? It's over, it's over, it's over.

Painless el Presidente



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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DISTRIBUTOR CLINIC

TEXT BY JACK BILLIMACK
AS TOLD TO BOB STREEPY
GRAPHICS BY THE AUTHOR

ON SATURDAY, APRIL 27, SOME 30 Coventry Irregulars, including several first-timers, migrated to the Hampshire Quarter Horse Ranch and Triumph Farm, also known as the residence of Joe and Kathy Pawlak. The stated purpose for this exodus was to attend the annual club distributor clinic hosted by the Stagmeister and assisted by birthday boy Tim "Toolman" Buja. The festivities began around 8 AM with the obligatory coffee and pastry accompanied by general Triumph bsing.



At about 830, Joe and Tim began a discussion of ignition theory, coil operation, and they spoke convincingly about the reliability of the Crane electronic ignition systems. They also provided the attendees with good advice for troubleshooting ignition issues that might necessitate an unexpected roadside pause.

Roughly 15 distributors were then subjected to "Miss Sunshine" the ISOA Sun machine for diagnosis. Many of these units



were found to be in need of a thorough cleaning, and some required new bushings, which would have to be done at a later time.



Around midday, Kathy and Mark Stevens drove to the nearby Chik N Dip to pick up lunch which was heartily enjoyed by those in attendance. In addition to the chicken, French fries, and coleslaw, there was birthday cake for dessert to honor Tim.



Following lunch, while a few distributors were still having their curves plotted on Miss Sunshine, "Toolman" began the installation of a Crane electronic unit on Ron Moon's TR6. Joe helped dial in and fine tune the apparatus after finishing with the plotting of the distributors.

The only apparent downside to the entire day's festivity may have occurred when someone who shall remain nameless at this point, parked his car on some of Kathy's newly planted flowers. [Check the meeting notes for the June Boomer nominations for further details.]



Even the grizzled ISOA veterans who have witnessed the wizardry of Joe and Tim over the years never cease to be amazed and impressed with their knowledge and competency and explaining the intricacies of these devices. For those attending their first distributor clinic the look of awe on their faces says it all. Once again our club is indebted to our "techspurts" for sharing their considerable expertise with the membership.

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However, the dinner bell sounded before the checkered flag was waved, and no definitive winter was determined

There were a dozen entrées entered in the food competition, featuring various chilies, soups, and other tasty slow cooker gastronomic creations. These delicacies were supplemented by delectable salads, breads, cookies, cupcakes, and other succulent treats, thus living up to the newly selected event title. Even the most hard-core chili aficionados agreed that by adding these

additional items to the menu, the dining experience was greatly enhanced.

As is often the case in ISOA activities, a competition was held to determine the overall best chili for 2013. This year's contest winners were:

- 3rd place - Jenny Pawlak with Prairie Fire Chili;
- 2nd place - Roman with Old Fashioned Homemade Chili;
- 1st place - Spuds with Boozeladen chili with a hint of "essence of possum"

While nominally this event caters to the Epicurean elements

of ISOA, "Chili and More" as is always the case when more than two Coventry Irregulars convene, provided a wonderful social experience for all who attended. There were plenty of laughs, lots of interesting conversation [some of which did not even pertain to Triumphs], supplemented by good food and some other interesting diversions. As is so often the case at ISOA social functions, there is no doubt but that a good time was had by all.

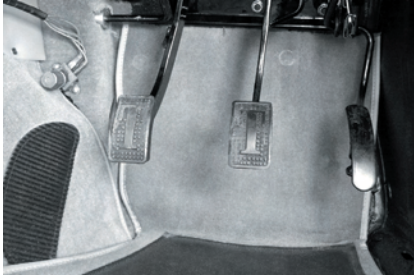
Spuds





continued from page 2

other is for the clutch pedal extension that operates the master cylinder. The dimmer switch is on the firewall which takes some effort with my clumsy left foot to operate!



I did find that my steering wheel will now create a blind spot for the fuel gauge and ammeter; the oil pressure and temperature gauges are easier to read. During the original rebuild, I got rid of the ignition key in the plinth - it was just too awkward for me to turn the key and pull the choke simultaneously. Having the ignition beneath the steering column works for me but that locking mechanism had to go! Now cold starting the car is easier for me as I can turn the key with my right hand and operate the choke with my left.

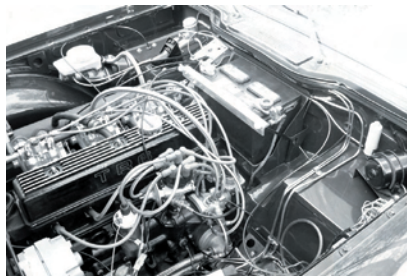


The windshield wipers park right.

Inside the engine compartment, aside from all the plumbing that goes with the PI system, you will notice that the brake and clutch pipes travel across the firewall over to the left side where they hook up with the standard pipes. I used Automec copper alloy brake and fuel lines. The brake system does not have a PDVA or brake warning switch.

You all know how the oil filter canister can be difficult to work with. Not so on a RHD model - plenty of

working room on that side of the engine with steering column missing! (Of course I got rid of the canister because it is still a bother). Also note that the air cleaner sits in front of the radiator and a flexible hose connects it to the air tube. The distributor sits higher due to it resting on top of the metering unit pedestal resulting in slightly longer plug wires



On the outside, the front indicators are clear/amber: clear are running lights, amber are the turn signals. The front side lamps are not running lights but are indicator repeaters. In the rear tail light assembly the side lenses are amber. The rear badge displays "Injection" vs. "Overdrive."



In the boot, the fuel system is a little more complicated. The fuel tank outlet runs into the spare tire well before exiting into the right rear wheel arch where the fuel pump and filter are mounted. The horror stories one hears about the PI system seem to center around the fuel pump. It was strongly recommended that I swap out the Lucas pump and filter which I did for a Bosch unit from a mid 80's Mercedes Benz sedan. The original Lucas pump was mounted of the left rear wheel arch and filter was mounted on that little tab in the spare tire well. Just to the left of the tank is the Pressure Relief Valve that maintains a constant 110 psi pressure in the main fuel line. On top of the tank are two excess fuel return pipes:

one coming from the PRV the to the from the metering unit.

I had the following changes during the original restoration:

- "A" type O/D transmission was added
- Installed a spin on oil filter and oil cooler
- Added electronic ignition with high-capacity coil
- GM alternator - per recommendations in Dan Master's book. (I added shunt to ammeter.)
- Alloy valve cover
- Wipac Qaudoptic H4 Halogen head lamps with pilot using 100/80W bulbs - Man, does that make a difference!
- Separate relays for high/low beams and fuel pumps; upgraded wiring
- Spax shocks on front, competition springs on all fours and poly bushings wherever possible.
- Installed leather seats and wool carpets
- Fully insulated interior with aluminium coated wrap. It really cut down on heat and transmission noise.
- LeCarra steering wheel
- Hella horns
- Aux power outlet for cell phone cord
- Front air dam
- Back-up bonnet release (from ISOA article)
- Factory hardtop
- Mohair Biscuit coloured hood

I decided to make a few improvements the second time around:

I installed a Good Parts front/rear disc brake kit which was pretty much a bolt-on operation. While I like to go fast, I like to brake even quicker! I also added a set of their adjustable trailing arm brackets which work really smooth and easy.

I decided after having my head snapped in the accident (original seats had no head rest) to install the 1969 seats which I found to be



surprisingly comfortable.

A new aluminium radiator with electric fan was installed. I never had any problems with overheating – even in L.A. Freeway stop and go traffic – but thought “why not?”

I swapped out the old fuse box for an aftermarket flag type and used chair connectors to mimic original wiring.

I was having problems with debris in the original fuel tank clogging up my fuel lines causing the engine to shut down immediately. I thought I had the problem solved, but it happened again on the San Diego freeway during rush hour! Some quick maneuvering got me across 6 lanes of traffic and onto the shoulder! The next day I purchased a brand new tank and installed a fuel pressure gauge in the dash, replacing the rheostat. Yeah, like my dash lights were always too bright! Now, when driving I can easily monitor the fuel pressure.

I Installed heavier gauge wiring and relays in light circuits to accommodate high wattage halogen headlights. And speaking of headlights, besides having the high/low beam bulb, mine has a small bulb called a pilot. Much to my initial annoyance when first living in England, it seems the standard practice for driving in the London's brightly lit streets is to have these pilot lights on at night, not the low beams. I hate to recall the number of times I cut someone off in traffic by not seeing their low beams in my review mirrors. After a while, driving with the pilot lights on made real sense.

I had originally installed a super cool stereo and amplifier setup but never really used it! I ended up enjoying the sweet sounds my engine made when cruising! So this time around – no built in “sounds.”

Because I ended up using the '75 tub there are few slight difference between it my '70 body: the fresh air flap is now a screen and I have those

two license plates lamps in the rear valance. I had to install the '69 front valance in the latter tub so I could fit the early turn signal lamp assemblies.

For the current restoration I decided to change the paint color. The factory color was Laurel Green which I really liked even though I used Jaguar Brooklands Green. This time around I went with my second favorite color: Damson. After much trial and error, the paint shop formulated a custom mix that's a deeper shade of Damson.

Restoration was performed under the guidance and assistance of Randy Zoller and his staff at Heritage Motorsports of El Cajon, California and fellow members of the Triumph Sports Car Club of San Diego, Kevin Schulte and Frank Conklin. Paint and pin striping by Jack Williams, also of El Cajon.

In my experience, the PI system has been easy to work with. Installation was a breeze. The PI system is not as complex at it looks. The only fiddling was during initial setup when I had to set the timing on the metering unit and adjust the air flow on the three throttle bodies.

I've driven over 18,000 miles and have yet to experience any significant trouble or major readjustment! Once I had to use a blast of compressed air to clear out a clogged injector and another time replace a crimped plastic fuel pipe that I accidentally damaged. Both tasks were easily done by a shade-tree mechanic such as me. There is one downside that became readily apparent when traveling over the Sierra Nevada Mountains on our way to Lake Tahoe for Triumphest. There is no altitude adjustment! Special factory equipment is needed to recalibrate the metering unit for altitude changes! The TR6 was running so rich it barely made it over the 9000 foot summit. I had to stop every 30 miles and clean off the plugs. Fortunately, while at

Triumphest, someone there from the UK told me about a neat little trick they use to “adjust” the metering unit for altitude. It worked like a champ!! Given the type of open freeway or back country road driving that I do, the 150 bhp (mostly due to the cam profile and compression ratio) engine provides more than enough performance. A few comments on RHD driving in America:- it's a heck of a lot of fun!! I haven't been presented with any significant driving problems. Driving in England and Australia for years made me well acquainted with maneuvering a RHD car. It's easier to get into reverse as I have more leverage pulling the shift lever versus pushing it. The most difficult adjustment had been to look LEFT for the rear view mirror. Shooting an instinctive quick glance to my right out into open sky was a little unnerving in tight traffic situations! My quick reaction was to use the door mounted rear view mirror! Shifting with the left hand and looking left for the rear view mirror are instinctual now. The primary and secondary roads in the United States are wide and I can see well enough ahead to safely overtake any vehicles in front of me. Toll booths, ATMs and other various drive-up facilities do present a problem! Of course, there's great fun in raising a few eye brows whenever I can persuade Shirley into holding her hands high above her head while traveling down the road!

As this article went to press, Fawkes still needed to have its interior and outside trim installed. However, I have been able to take it for a couple of test drives. So far, all is working just fine!

Now that Fawkes is rising, Shirley and I look forward to enjoying the top down driving that makes all the restoration hassles and headaches worthwhile.

David Stauffacher



TUNE-UP CLINIC...

TEXT BY MARK FISHER

AS TOLD TO BOB STREEPY

GRAPHICS BY DENISE ALLGAIER

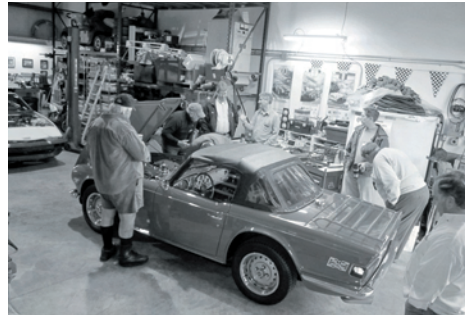
AMONG THE PANTHEON OF HALLOWED traditions among the members of the Illinois Sports Owners Association, it is quite likely that the spring tune-up clinic [dating back to the 60s] predates every other club activity. The 2013 edition of this venerable occasion is a classic example of just how far we have come. In the not too distant past, an ISOA tune-up clinic generally consisted of one or two guys changing spark



plugs while 20 or 30 stood around drinking beer and kibitzing. This year's clinic, which took place at the shop of Mark Fisher in Woodstock, saw some nine cars serviced in three separate bays, each manned by one of the ISOA club "techspurts."

The Coventry Irregulars began arriving before 8 AM on Saturday, May 4, and the early birds enjoyed coffee and pastry while Dave Shedor, Joe Pawlak and Tim Buja made the final preparations for

fine tuning the cars that had pre-registered. They were assisted by Scott Ayers who served as the clinic "Marshall" directing traffic into the next available bay.



Unlike previous years when it was "first come-first serve" with many of the cars having virtually no prior preparation for the clinic, this year the majority of the Triumphs to receive attention had participated in the various prerequisite clinics, such as the carb and ignition clinics. Consequently, the cars that were worked on simply needed some fine tuning - which to state the obvious - is the stated purpose of this particular event. To no one's surprise, those cars that had been through the previous clinics were the recipients of some minor tweaking resulting in smoother running and all likelihood



better fuel economy. While Ronnie Mont, Denise Allgaier, Tom Morgan, Roger Briggs, Jerry Casper, Tim Buja, Bill Jensen, and John Hall, had their cars "dialed in," several members of Team Bondo showed up to spend the afternoon making adjustments and tweaks to the ISOA unofficial racecar - Rusty Galore. Among other things Rusty's radio system was upgraded



in large part due to Randy Farmer, a friend of Dave Shedor's. The team also did some work on the brakes, along with various other tweaks in preparation for the upcoming LeMons race in Joliet.

Once again the members of ISOA are deeply indebted to our club tech spurts for donating their time to work on other members' cars. It is easy to take for granted these kinds of activities, but we must remember what a debt of gratitude we all owe our tech gurus for sharing their time



and talent with those of us who may portion of the clinic program and it is our sincere hope that even those people whose cars were not ready for the fine tuning, will have learned enough from observing the wrenching that went on, that by the time their cars are ready to go on the road, they'll be able to dial them in.

The article below is an "encore presentation of some text that first graced the pages of the Coventry Irregular Chronicle some years ago. We thought that some of the recent members might find it enjoyable. ED



GRAND TOURING

RELIVING PAST TRIUMPHS.
BY WILLIAM JEANES

I REINED IN MY DODGE DAKOTA PICKUP at a traffic light the other day, and before I could say, "Deja vu," a pale blue TR3 stopped just beneath the left window, its driver treating himself to a well-executed throttle blip. A lovely blonde sat in the car's passenger seat. From the truck, I looked down, not into an aging sports car, but into my past.

In 1962, when the Navy wasn't busy sending me somewhere on my ship, I and three fellow officers lived a marvelously good life at Virginia Beach, with some fine women and some terrific cars.

At that time, one of the few perks you had as a naval officer; beyond no-charge ugly eyeglasses if you needed them, was the opportunity to buy nifty cars overseas at duty-free prices. As a result the streets of Norfolk, Virginia, and environs teemed with sports cars and Volkswagens.

One officer on our ship even bought a Renault Caravelle and was promptly transferred to Cuba—as if he didn't have enough trouble as it was. My friend Phil Thibedeau bought an Alfa Giulietta Spider and also was sent to Cuba, evidence that the Navy really didn't persecute only Renault Caravelle owners.

My TR3 came into this country under the aegis of an officer from another ship. His fiancée shared a house with my then girlfriend of record, a lovely teacher of French from Washington, North Carolina, named Carol.

Carol told me about the TR3's availability, and that it sat in the garage under her house at that very minute. I walked the half-mile down the beach to look at the car, knowing even as I trod the hard wet sand

that I was going to do something stupid, like buy a sports car in the middle of the winter.

The TR3 sat across the inside end of the garage, covered with an MG Mitten. The upholstery was that pale, corpse-gray color that both MG and Triumph were fond of fobbing off on purchasers of that day. My first sports car, an MGA, had been similarly upholstered. There, however, the resemblance ceased.

Whereas the MGA had been a gentle sort of car, the TR3 rumbled and pulled like the tractor descendant it was. With its low-cut doorsills and tail seat bottoms, you felt every bit as exposed as if you were on a tractor.

And, God, the car was absolutely perfect not a scratch marred the powder blue finish. The gray leather seats looked as if they had yet to accommodate their first passengers, and the odometer showed only 3500 miles, as I recall. On top of all that, the car was cheap.

At \$1150, it seemed cheap even in 1962, never mind that it took a lieutenant five or six months to earn that much after-tax money, I eased the car out of the garage and drove it a mile down Atlantic Avenue. Maybe even two miles. And then I bought it.

George Metes, one of the occupants of our beach house, also had a TR3; George's was white and had wire wheels. My blue one had steel wheels, the car's sole disadvantage in my eyes. Metes and I, who also shared a stateroom on our ship, must have logged 5000 miles in the two Triumphs, on sorties into New England, to New York, and to visit friends in Chapel Hill, North Carolina.

On one of the trips to Chapel Hill, as we neared Danville, Virginia,

George's TR3 shed a fan belt. It was Sunday, always a desperate time for sports car owners, but salvation (in the form of a filling station that looked as if it had been there since the invention of gasoline) squatted a half-mile away.

Everyone who has ever owned a sports car knows the conversation that ensued with the station's operator. After making the inevitable jokes about funny little cars, the overalled owner turned us loose in the building's dirt basement, a dank cavern whose original purpose we didn't want to think about. Whatever the original purpose of the basement, we found it bulging with belts. Fanbelts, generator belts, water pump belts: belts of all kinds, lengths, and thicknesses.

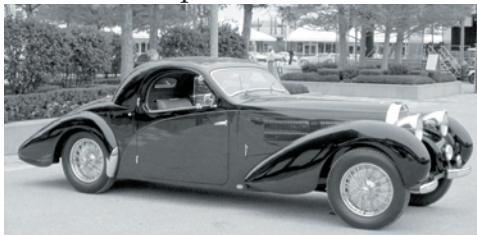
After a full hour of grubbing through this cornucopia of rubber products, we learned something that no TR3 owner in the world knew: that a generator belt from a 1950 Diamond T truck matched every critical dimension of a 1961 TR3 fan belt.

We bought every one that he had, which was what sports car people did then. Knowing what to do in a road crisis and keeping an inventory of high-failure TR3 bits simply came with the territory. The TR3 that had been my second real sports car fetched up against a six-foot tree stump late in the evening of June 6, 1963. It pains me that I was in it when it did that Sound asleep. For my pains then—and they were considerable, I spent forty days as a guest of Portsmouth Naval Hospital. One of my shipmates from the Intrepid brought me the chromed rim from around one of the little Triumphs bashed-in popeyes. Beyond that brief and abbreviated glimpse, I never saw the car again. But I never forgot about it. TR3s are like tattoos; if you've ever had one, it never quite goes away. The traffic light changed to green, and the blue TR3 I had been watching in Jackson, Mississippi, pulled ahead of me, its age underscored by a trail of blue smoke the indicated ring wear. I followed it for two blocks and then returned, reluctantly, to 1987 and my air-conditioned pickup.



TEXT AND GRAPHICS
BY BOB STREEPY

IN ONLY ITS THIRD YEAR OF EXISTENCE, the Celebration of Automobiles held May 9th through 13th, at the Indianapolis Speedway drew thousands of spectators to view over 200 special interest automobiles and watch the opening day ceremonies of the famed Brickyard's signature race – the Indy 500. The event [the Pebble Beach of the Midwest-without that tedious view of Monterrey Bay] drew cars from throughout the country and even Europe.



This year's show field featured cars ranging from turn-of-the-century brass cars to cars built in the 70s. The show spotlighted European marques and the event also included open wheel race cars and former pace cars from the 500. The Celebration of Automobiles included a golf outing, a driving tour to Terre Haute, a welcome reception at the Hall of Fame Museum, as well as an awards banquet. In addition, entrants were granted permission to take three laps around the famous Brickyard on Friday afternoon. Needless to say, when your humble and obe-

dent scribe received an invitation to participate, the allure of track time around the Speedway was too much to resist. We responded before the organizers had a chance to realize that they may have sent an invitation to the wrong guy.

My friend Gary Andriano and I departed Snic Braaapp Towers Friday morning around 7 AM. The weather was unseasonably cool for mid-May, and for a brief moment we considered baling on the show, but as it turned out, fortunately we decided to persevere. We arrived at the Speedway around noon, checked in at the gate and were directed to a parking lot where we hung out for a while looking at some of the other cars that had also started to trickle in. Our event credentials entitled us to a luncheon sponsored by the organizers and, never having been known to shy away from free food, we made our way into the pavilion where we were quite surprised by the quality of the cuisine, especially since we didn't have to pay for it.

Shortly after lunch, we were marshaled out onto the track as 100 or so cars ranging from the early 1900s to late 70s supercars paraded around the 2 1/2 mile oval. We managed to hit 60 miles an hour for short while, but for the most part, the pace was quite leisurely – especially for the GT 40 that started overheat due to the slow speed, despite the 50° temperatures. Nevertheless, there's



something special about touring the iconic track in a TR that words cannot describe. All too soon, the track time was over, and we headed back to the infield with, in the words of Chuck Berry "....with no particular place to go," at least for an hour or so.



Gary and I decided to head over to the Hall of Fame Museum on the grounds of the Speedway, where we spent an hour or so looking at a collection of racecars ranging from Ralph Haroun's 1911 Wasp to some of the most recent winning entries. The spectacle inside the museum was breathtaking, and was certainly worth the trip in and of itself.

From there we headed it to check into our deluxe accommodations at the nearest Motel 6, cleaned up a bit, and then returned for cocktail reception held at the HOF Museum. Among the notables in attendance were Dario Franchitti, Roger Penske,



Mario Andretti, and other racing luminaries that we probably did not recognize. Once again we were not obliged to go into our wallets since the hors d'oeuvres and beverages were comped. I felt very much akin to the caddies from Bushwood during their annual 15 minute use of the country club pool, while watching the blue blazer/floppy hatted crowd swill Chablis and nibble on watercress as Gary and I scarfed up anything we could get our hands on. After stuffing ourselves on more free food and taking a last look around the Museum, we called it a night and headed back hotel to watch the Bulls tank against the Heat.



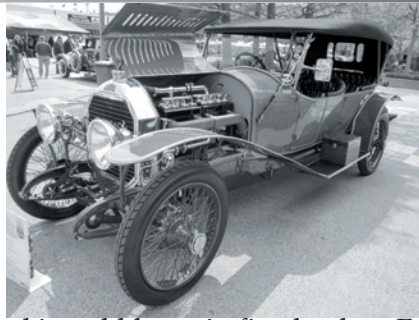
RECENT EVENTS OF IN "TR" EST

The following morning, we headed back to the Speedway for the car show. We got there around 7:30 and found our designated area. The TR 4 was up against a VW bug, an MGA, a TR 3A, a Healy 3000, and several other cars. Gary and I spent a couple minutes cleaning off some of the road grime from the previous day's rains and spritzed the car with a little Speed Shine before we headed off to the complimentary breakfast at the Pavilion.

Three of the Judges, of whom there were more than 100, showed up around 10 to judge Lamont. They seemed genuinely surprised to discover that we had actually driven the car to the event. After less than 5 minutes, they were on their way to the next car, and by my estimation, a spent less than 30 min. on the entire class.



After the judges left, Gary and I decided to look at the show field for ourselves. It was beyond impressive and we both experienced a sensory overload trying to take in the incorruptible assemblage of spectacular automobiles. There were spectacular prewar Bugattis, and Delahaye's, brass era foreign and domestic luxury cars- all restored to a standard that is literally indescribable. The field included Auburn's, and Duesenbergs, along with Cadillacs and Packard's, each more spectacular than the next. There was a Peugeot which had more brass, including all of the fasteners, than I have ever seen. There was a prewar Cadillac touring car with actual gold dust mixed into the paint to create a metal flake affect that was spectacular, and a Cord on which all of the sheet metal was cov-



ered in pebble grain fine leather. For me personally, one of the highlights was to look up a 95-year-old gentleman from Barrington by the name of Vern Haginbring who was there to exhibit his 1911 Knox touring car. He and my father were friends back in the 50s, and he was there with his



son, grandson, and great-grandchildren. I vividly remember as a child riding in his Knox in the early 50s, and to make the day even better, despite his age he clearly recalled the times he had spent at various car shows with me and my father some 60 years ago.

Gary and I then broke for lunch, and I started to notice that my pants were beginning to shrink, possibly due to the wet weather? Our credentials also entitled us to visit the pit area for the racecars which word prepping for the first day of practice. We strolled through the area watching the Indy racers go through tech and observing the mechanics making



various adjustments to the cars that will dice it out on Memorial Day. Then we headed up to the bleachers into the bleachers to watch the drivers track test their cars in excess of 220 mph as the sun made its only appearance of the weekend.

Around 4 PM things started to die down and the marshals began ushering us out of the infield. Jerry I opted to pass on the awards banquet, and by little after four we were northbound on I 65 making our way back to the Northwest burbs.



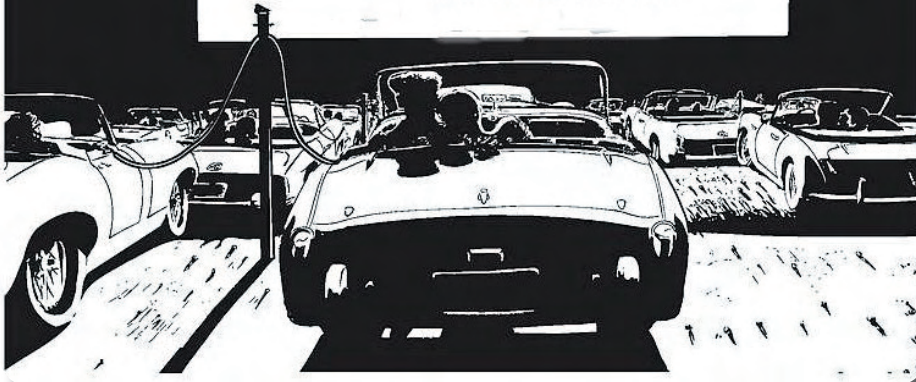
Despite the less than ideal weather, he and I both agreed that we would not have traded the experience for anything. Fantastic cars, laps around the Speedway, rubbing elbows with the rich and famous, and getting a chance to visit with an old family friend that I hadn't seen in over half a century made for an unforgettable weekend. To make matters even better, Lamont was even awarded a little something for the effort the way of a trophy. To quote that great American philosopher, Junior Sample, "It don't hardly git no better'n this."



Suds



ISOA DRIVE IN MOVIE NIGHT
FRIDAY, JUNE 28th
CASCADE THEATRE
1100 E. NORTH AVE.
WEST CHICAGO



Sunday, June 16th
 Sussex Park, Sussex, WI

THE ELEVENTH ANNUAL
KASTNER CUP

SEPTEMBER 6-8 2013 WITH HONORED GUEST **KAS KASTNER!**
ROAD AMERICA
 ELKHART LAKE, WI

AN EPIC SCAVENGER HUNT

2013
2013

Details : www.MossMotoring.com/Challenge



Breakfast Run/Campout
 June 15-6



Club Cultural Outing
 Sunday, July 21st

VINTAGE TRANSPORT EXTRAVAGANZA

ILLINOIS RAILWAY MUSEUM

Sunday, August 4
 Union, IL

chicagoland corvair enthusiasts
oap
 15th annual orphan auto picnic

Sunday, August 18th
 Kendall County Fairgrounds

TRF The Roadster Factory

County FAIR

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



UPCOMING EVENTS OF IN"TR"EST



Great Lakes TRials

Preliminary Itinerary

Thursday
Registration
Welcome Party

Friday
Membership Meeting
Road Rally & British Pub Lunch
Dinner Tour
Evening Cleanings

Saturday
Car Show in Empire
Afternoon on your own to explore
• Lighthouse & Water Tower
• Quaint Towns for Shopping
• Driving the Fabulous Back Roads
• Sleeping Bear Dunes National Park
• Pierce Stocking Drive
• Dune Clubs
• 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 & Tom Anderson - Event Chairmen
Contact: sls@tlr.org
(917) 265-4180

Host Hotel: Holiday Inn West Bay
615 East Front Street
Traverse City, MI 49686
(800) 888-8020



6-PACK Trials September 19-22, 2013



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

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

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



British Car Annual Festival

September 8th • 9:00am to 3:00pm
Registration 9:00AM to 12:30PM
Awards at 3:00PM
Harger College, Palatine, Illinois



Sunday, Sept. 8th
Harper Community College
Palatine

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

Sunday, August 25th



Legends & Legacies

THE 7th BARRINGTON CONCOURS D'ELEGANCE

Featuring an expanded showfield of extraordinary cars from across the country, including this 1931 Avions Voisin C27 Aerosport Coupe from the Mullin Automotive Museum.

Special tribute awards to four significant people in the automotive world.



Save the Date: July 12-14, 2013



October 4-6
West Baden Springs Hotel
French Lick, Indiana

Sunday, August 25th
milwaukeemasterpiece.com/



SNIC BRAAAPP Receives Major Award!

The ISOA club newsletter once again won a Golden Quill newsletter award from the publisher's of Old Cars Weekly. Our thanks to the judges as well as all of the Coventry Irregulars who submitted text and graphics [in addition to the head proofreader] to SNIC BRAAAPP in 2012. Ed



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* Past President



THE WINNING FIELD: 2012 GOLDEN QUILL AWARDS
BY THE OLD CARS WEEKLY STAFF

"THE GOLDEN QUILL AWARD HONORS OUTSTANDING EFFORTS BY EDITORS AND THEIR clubs in fostering progress in the old car hobby, and the impact of the award is tremendous," says Dr. Gerald Perschbacher, chief judge for the award. The Golden Quill Award is issued by the staff of Old Cars Weekly to provide special recognition of literary achievement that boosts the hobby.

and the winner is

CONGRATULATION TO JOE "LUCAS" HONOR FOR HIS FIRST PLACE FINISH IN THE 3rd annual Snic Braaapp March Madness Race to the finish competition. His 2nd seeded TR6 project was completed on April 27th, thus upsetting number 1 seed Jack "Spuds" Billimack TR4A. Both entries were "coached" by Steve Yott. Dennis Delap is the early favorite to take top honors next year with his TR racer/rat rod, at least according to Dennis.

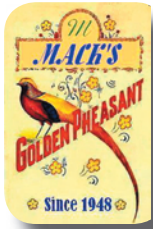


The 4th annual BlonderHill Fest will take place on Sat. July 13, in Harbert, MI, about 10 miles form New Buffalo. The event will feature a tour of several local wineries in the western Michigan countryside, followed by a barbecue at Mike's property. Camping is avaiable on the grounds and there are also motels nearby in Sawyer. Contact Mike "Hands" Blonder for complete details.



MAY 2013 MEETING NOTES

BY ISOA SECRETARY BOB STREEPY



SOME 40 COVENTRY IRREGULARS occupied the garden level of Mack's Golden pheasant on the evening of Cinco de Mayo, to attend the monthly meeting of the Illinois Sports Owners Association. The proceedings began just after 7:00 PM as president Mark "Painless" Hattenauer called the proceedings to order. He began by the customary introduction of board members and welcomed and several former members Tom Murray and Jerry Schwab to the meeting

The first order of business was a discussion of past events. Denise Allgaier described the recent chili party [see page one], and the unanimous of the opinion of those in attendance was that a great time was had by all. Peter Schoppely reviewed the Road. America Chump Race in April [although it seemed more like February] at which Rusty Galore successfully competed, and Joe Pawlak described a flash mob of ISOAers who showed up at the Hampshire Quarter Horse Farm and Triumph Ranch to go through a couple of transmissions and a differential. Joe then spoke about the large turnout of Triumphistae who participated in the distributor clinic held at his place. [See page 6 for details] at Mark Fisher's shop in Woodstock. [See page 10 for details]

Following past events President Painless moved on to project updates from various members in attendance. Lars Sullivan proudly announced that for the first time in 33 years, his TR3 ran. Ed Klich described a brake master cylinder rebuild that he had completed on his TR6, and Jack Billimack stated that the drive train in his TR4A had been installed the preceding day and that he hoped to have the car on the road soon.

Jack then took the microphone to discuss some of the driving events that are scheduled for the next few months. He began by mentioning the Route 66 Tour to Pontiac which will be led by Doug Larson. There are also car shows in Indianapolis and Bloomington on the events calendar, and Kim Casper mentioned a tour of the Mississippi River Valley in June that will begin in the quad cities. Jack then talked about the LeMons race set for the Autobahn Country Club in Joliet at which Rusty will race and mentioned that at least two caravans of ISOA cars are will be headed to Kentucky to participate in the TRA convention in June. Denise Allgaier offered to lead a caravan of non-TRA cars on a breakfast tour to Blackhawk Farms for the Vintage races in June, and several people indicated they planned to drive to Sussex, Wisconsin to attend the Wisconsin British car field day. The drive-in movie night will take place in June, once again at the Cascade Drive-in West Chicago following a meal at Augustino's Deli nearby. Among the events scheduled for July will be the annual Blonder-Hill wine tasting tour in Harbert, Michigan on July 13, followed by the nearby Mad Dogs & Englishmen show in Hickory Corners, Michigan following day.

Following the discussion of upcoming events Jim Aldrich favored the audience with a tune entitled "Oil Drops Keep Leaking From My Car" - a parody of "Raindrops Keep Falling On My 10 Head" penned by your humble and obedient scribe. As always, whenever Screamer provides us with musical entertainment, there was a rousing ovation for his vocal and instrumental talents.

Next up was a discussion of cars parts and parts for sale or wanted. Tim Mantel indicated he needed a carrier for the differential in his TR6, which Greg Fantozzi immediately offered up. Dennis Delap indicated that he needed a

TR4 glovebox door, and that he had to TR4 doors for sale.

Jack Billimack then reviewed the caravan guidelines which were outlined in the May newsletter before the final event on the meeting agenda - the ever-popular monthly awards ceremony for highest and lowest ISOA achievements. There were five nominees for the Peter M Roberts award in the month the April: Tim Mantel nominated Tim Buja for providing him with some electrical advice over the phone -which actually worked, Peter Shoperly nominated Tim Mantell for making carburetor repairs on his TR6, Jack Gleason nominated Jay Holecamp for "working on his rear end", your humble and obedient scribe nominated Dennis Delap for the loan of a set of wheels be used while a project TR250 is in a body shop, and finally Jack Billimack nominated Bill Jensen for his yeoman efforts to maintain Kim Jensen Spitfire. "Cannonball" Holecamp won the coveted chalice in a close vote.

There was only one Boomer nomination for April. President Hattenauer nominated Joe Byers for parking on Kathy Pawlak's flower bed at the distributor clinic, despite clearly expressed directions to avoid this area from Joe Pawlak. Mark then immediately closed all nominations and Byers was the unanimous recipient of the Boomer and the early favorite to win the Boomer of the year and next year's batch.

Under the topic of new business, Tim Buja mention that the US distributor of Triumph World magazine had gone out of business but the UK publisher was honoring those subscriptions for the time being. the meeting was adjourned shortly after 8:30 PM. With sincerest apologies for any errors and omissions, submitted by your humble and obedient scribe

Suds



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 Braaapp 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:** '65 TR4 ready for restoration. David Kravitz
708-363-7628 david.kravitz@me.com [not an ISOA member]
06/13

•**For Sale:** 1974 TR-6 Good condition. Well maintained,
Current owner since 1987. Joe Chandler, 630-325-4490. E-mai
- JCAINC@aol.com 06/15

•**For Sale:** 1959 TR3 project car (VIN EB28373) stored in a dry
garage. not running; but engine turns over . Asking \$4800, but
open to offers. Western suburbs. Ed Dassow - cell 630-862-
0778 a2canTR3@gmail.com [not an ISOA member] - 6/13

New Members

Membership Counts: 152 memberships - 209 members

Carl Geiger

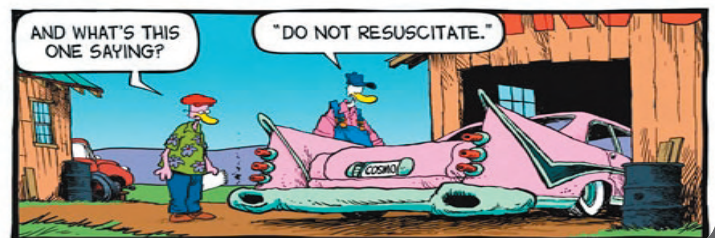
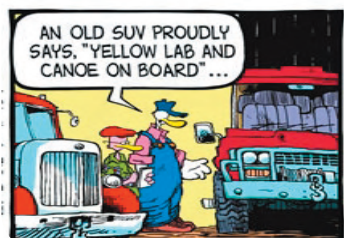
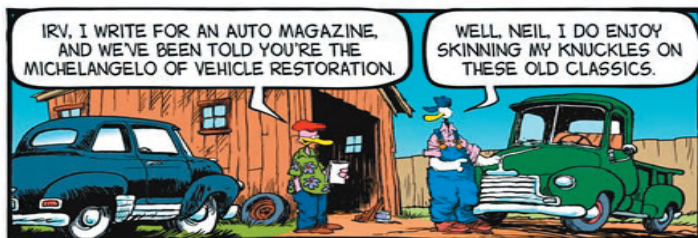
1506 Clayton Marsh Dr., Lake in the Hills, IL 60156
H: 847 401-8763 - geigerch@sbcglobal.net
80 TR8

Andy Lischett and Carol Kay

1996 Victoria Rd, Mundelein, IL 60060-1487
H: 847 837-1355 - EMail: andy@lischett.com
80 Spitfire 1500



- | | |
|-----------------------|-----------------------|
| Mary Kay Sheldon 6/02 | Fesa Shaw 6/16 |
| Bob Hansel 6/05 | Terri Anderson 6/16 |
| Doug Campbell 6/12 | Matt Harkis 6/20 |
| Bob Erickson 6/13 | Frank Cartwright 6/22 |
| Cori Costello 6/13 | Denny Cappetto 6/30 |





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



JUN3 2013

"FAWKES" - DAVID STAUFFACHER'S RHD TR6 PI