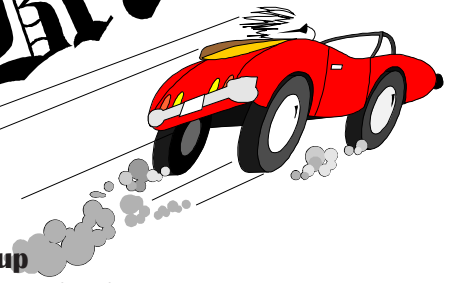




Smic Braapp



Brought to you by the Stagmaster News Group
A Greasy Hand Production which is a Division of ISOA Publications

January 2000



Please! This Triumph is not a sports car.



This is the new Triumph 2000, the family-size Triumph.

But most 2000 owners insist it's a four-door, 5-passenger sports car.

After all, they argue, only a sports car offers accurate rack-and-pinion steering. Four forward synchronous gears. Bump-smoothing 4-wheel independent suspension. Dependable

power-assisted disc brakes.

(They do have a point here, because not even most higher-priced sedans offer such standard equipment.)

Mention its powerful, 6-cylinder engine and they point out Triumph's famous fuel economy. And its sports car-like getaway power—0-50 mph in only 9.4 seconds.

They're not even fooled by such features as the 2000's luxurious reclining front bucket seats. Side child-proof door locks. Coverless trunk. (Swallows 5 big suitcases and a bulging bag of golf clubs.) Optional automatic transmission or overdrive.

(Parts are available through a nation-wide network of factory ware-

houses, distributors, dealers.)

As a leading manufacturer of real sports cars, we find this misconception quite embarrassing. So if you buy the family-size Triumph 2000—please! Don't call it a sports car.

No matter what it tells you.

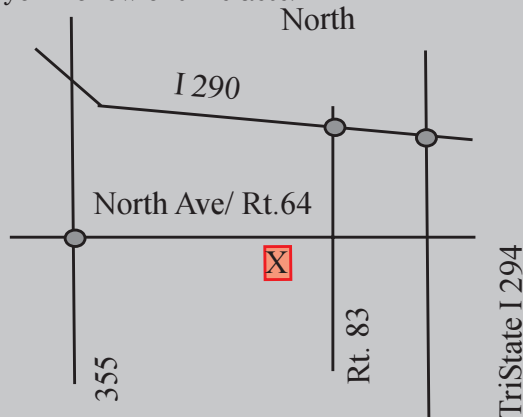
Triumph 2000

Triumph Motor Corp., 11175 Old York Road, Fort Worth, Texas 76155. Triumph Motor Corp. is a wholly owned subsidiary of British Leyland. Triumph Motor Corp., 11175 Old York Road, Fort Worth, Texas 76155. © 1992 Triumph Motor Corp., N.Y., N.Y. 10012

Friends and Family who drive together will always *Triumph*

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 below), on the first Sunday of every month (unless otherwise announced). Meeting time is 7:00 PM (roughly), but come early and have a beer and share some TRIUMPH BS with your fellow enthusiasts.



The Board of Directors meets the second Thursday of every month, at Johns Pizza on Lake St just east of Addison Rd in Addison, at 7:00 PM. Everyone is welcome to attend the Board meetings.

2000 Officers

President	Tim "Tool Man" Buja 815/332-3119
Vice - President	Mike "Hands" Blonder 630/832-4879
Treasurer	Sheri "Big Mama" Pyle 630/773-4806
Secretary	Ken "Busby Berkeley" Kendzy 847/825-8581
Events	Jack "Spuds" Billimack 815/459-4721
Curmudgeon	Irv "Elwood" Korey 847/831-2809
Membership Chair	Ann "Hammer" Buja 815/332-3119
Webmaster	Tim "Tool Man" Buja 815/332-3119
Newsletter Editor	Joe "Stagmeister" Pawlak 847/683-4184
Motorsports	Mark Fisher 815/477-1517
Meeting Programs	Joe Kaplon 708/403-8691 Dan Swanson 630/271-1138

Numbers Game

Current Member Total:	186
Current Memberships Paid:	135
Current Circulation Total:	161

2000 Top 10 ISOA Cup Points Leaders

Pawlak, Joe, 283+
Buja, Ann, 272
Buja, Tim, 267
Jaquet, Donna, 203
Jaquet, Jake, 203
Mueller, Mike, 180
Pyle, Sheri, 178
Billimack, Jack, 153+
Pyle, Bill, 151
Rust, Jeff, 146



* not eligible for award, because of being a recent winner

ISOA CUP: 132 members have participated through Nov.

ISOA Membership

Being a member of ISOA is easy! Owning a Triumph is optional, you can drive whatever you want. All we need you to do is give us your annual dues payment of \$25.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and production costs of the newsletter. Did we mention that Snic Braaapp is the finest Triumph publication in Northern Illinois? Talk to a club member and join today! Be an ISOA'er.

Send check to:

Sheri Pyle 320 N. Linden St., Itasca, IL 60143

Newsletter Submissions

SNIC-BRAAAPP is published monthly and is intended for you to have it before the first membership meeting of every month. All contributions/submissions will be published! If you require your contribution/submission to be in the upcoming edition, the editor requests that it be received by the 15th of the month. Submissions can be either "electronic" or good old fashioned paper. All photos and disks will be returned. Electronic submissions can be PC or MAC formats (save as a text file) or e-mail to the editor. It is easier for you to tell me how you can submit your article rather than me telling you the many ways I can receive them. I will try to make it as easy as possible to get your submissions included in this publication.

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home e-mail:
stagfire@elnet.com

Jan 29th
Big Bash at the Des Plaines Elks Club

Jan 2nd
GENERAL MEMBERSHIP MEETING
at the Golden Pheasant

YEAR 2000 - A NEW CENTURY FOR OLD TRIUMPHS

- JAN 1 Y2K Disaster scheduled at midnight (Computerized version of the Big Bash)
JAN 2 **GENERAL MEMBERSHIP MEETING 2000 FOR THE NEW MILLENNIUM**
JAN 29 ISOA BIG BASH 2000 - Des Plaines Elks Club
- FEB 29 All BRITISH SWAPMEET 2000 - TO CATCH A THIEF
FEB ? ISOA NASCAR Tournament
- MAR ? CHILIFEST 2000 - MILLENNIUM Madness continues
MAR ? Frame Repair Clinic
- APR ? TRANSMISSION REBUILD CLINIC 2000 - for transmissions rebuilt at prior clinics.
- MAY 20-28 British Car Week 2000 - Let's show them that Triumphs aren't dead!
MAY ? Tune-Up Clinic
- JUN 15-18 Detroit Triumph Sportscar Club Michigan Lighthouse Tour (east side)
- Aug 2-6 VTR 2000 Columbia River Gorge, Portland Oregon Sponsored by the Portland Triumph Owners Association www.portlandtriumph.org
- SEP 10 Detroit Triumph Sportscar Club Battle of the Brits, Sterling Heights Michigan
- TBA Door Prairie Auto Museum tour and Rally - Tim Mantel



**ISOA is a Chapter of the
Vintage Triumph Register**

**Please contact the Events Coordinator, Jack "Spuds" Billimack
for event submissions.**

*** - Indicates this is a legally sanctioned ISOA Cup**



Larry Marczak on 01/07
 Jeff Rust on 01/08
 Kathy Pawlak on 01/11
 Steve Hardy on 01/13
 Dave Talabay on 01/16
 Mike Konopka on 01/18
 Dale Leigh on 01/19
 Ken Briegel on 01/24
 Marty Golub on 01/25
 Dan Williams on 01/30

Welcome New Member

I'm pleased to announce the ISOA Board of Directors and Officers for 2000. The following people were elected to the **Board of Directors** during the December meeting: **Jack Billmack, Mike Blonder, Ann Buja, Tim Buja, Mark Fisher, Ken Kendzy, Irv Korey, Joe Pawlak, and Sheri Pyle.** After a great deal of discussion during the December Board meeting, the Board appointed the following **Officers for 2000: President - Tim Buja, Vice President - Mike Blonder, Secretary - Ken Kendzy, Treasurer - Sheri Pyle** In addition to the Officers, the following committee chair appointments were made: **Newsletter - Joe Pawlak, Events - Jack Billmack, Membership - Ann Buja, Meeting Programs - Joe Kaplon and Dan Swanson, Motorsports - Mark Fisher.** I have been persuaded to serve a third term as President, so you'll have to endure this column once again. Some people expressed concern that a third term might result in my changing my nickname to "FDR" or declaring war on VTOW and invading Wisconsin from our beachhead in Genoa City, but I don't think it would be very prudent. Besides, we'd be stuck with yet another mediocre football team. On the other hand, look at all the breweries we'd control. Hmmm Anyway, I feel that a downside of my continuing as President is that we run the risk of our meetings and events becoming stale since there's been no change at the top. I think our membership numbers and event participation have increased due to the number of people contributing event ideas recently. I'd like to see this trend continue, so please let me (or any of the Board members) know what you'd like to see us try to do as club this year.

ISOA will have a club table at the Fourth Annual Chicagoland British Parts Swap Meet & Flea Market. This event will be held at the DuPage County Fairgrounds in Wheaton on February 27. We'll need people to help staff the booth and answer questions about ISOA, so please volunteer one or two hours of your time. A sign-up sheet will be circulating during the January and February meetings.

I hope to see you at the January meeting, weather permitting of course. If there is ever a need to cancel a meeting, as happened due to the blizzard last January, the Board members will be notified and a notice will be posted on the ISOA web page.

Keep the shiny side up, Tim

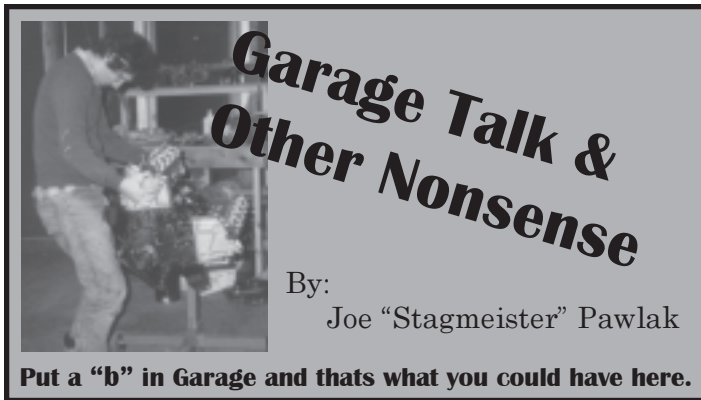
Keats, Paula
 205 Ridge Road
 Wilmette, IL 60091
 H:(847) 853-1358
 W-Her:(847) 255-8749
 EMAIL: tobermory9@aol.com
 Birthdays (MMDD): Paula 02/24
 71 TR6

ISOA Meeting Stories

Each month during the membership meetings, you may be asked to give some thoughts on the following story subjects. There's a million stories to tell and everyone who wants, will get a chance to give their two cents worth. So think about your goofiest experience and share it with everyone. The stories will exempt you from a boomer nomination.

- Jan. Fastest TRIUMPH speed and where.
- Feb. How my Triumph blew by another car.
- Mar. Most memorable TRIUMPH experience.
- Apr. How did you get hooked on TRIUMPH.
- May. Most memorable TRIUMPH breakdown.
- Jun. Best TRIUMPH trip.
- Jul. Worst TRIUMPH trip.
- Aug. What design change would you make to your TRIUMPH?
- Sep. Most expensive TRIUMPH breakdown.
- Oct. Most intriguing hunt for a TRIUMPH part.
- Nov. Worst TRIUMPH restoration story.
- Dec. Why do you own more than one TRIUMPH?





Welcome to the year 2000, one year from the start of the true millennium. By the time you read this, the world has completely shutdown and society has collapsed into utter chaos. We hardly noticed a change at all since all good ISOA'rs are busy in their garages working on getting their Triumphs ready for the 2000 driving season.

I fortunately had the last two weeks of the year off and should have the Stag motor completely reassembled. I will be enlisting the help of a few members to help with the installation of the motor back into the engine bay. I anticipate a probable re-start day of sometime in mid January. I'll give an update status at the Big Bash.

At an earlier membership meeting, the newsletter editor announced a change in policy for activity/event stories. The amount of time needed to write, compose, download pictures, scan photos, construct, edit, create, print and distribute the newsletter is taking it's toll. The editor will no longer write summaries or report on any of the event activities. This will give others a chance to write and submit their thoughts. The editor will continue to take pictures or appoint others to do photographic duties at the events. If you object to this policy, please let yourself be known to any of the officers in the club as we are open to all suggestions, except stupid ones which will cause uncontrollable laughter.

Speaking of stories... Over the past year I have written several technical articles involving the Stag that have some commonality with other Triumphs. I still have a few more articles but unfortunately they are pretty Stag "centric". This will continue until I start the restoration of Jenny's 1980 TR7. What a great Triumph!! It is currently my commuter car, yes in the snow and the cold too! More on that later. During rebuild time, I will bring you assorted items about TR7 rejuvenation. I find it ironic that over 50% of the members own TR6's yet it is rare that we see anything original coming from those members. Does this mean there is nothing good or nothing technical to be said about TR6's? Or does it mean there is an embarrassing problem of literacy among those TR owners. Ok TR6 folks, get your crayons out and get to work.

Great Predictions Past-Present-Future

"Computers in the future may weigh no more than 15 tons." -- Popular Mechanics, 1949.

"This TR3B is great, I should have it on the road within a year" Jack Billimack

"This 'telephone' has too many shortcomings to be seriously considered as a means of communication. The device is inherently of no value to us." -- Western Union internal memo, 1876.

"Why would anyone need more than one Triumph, you can only drive one at a time." Phil Fox

"The wireless music box has no imaginable commercial value. Who would pay for a message sent to nobody in particular?"--David Sarnoff's associates in response to his urgings for investment in the radio in the 1920s.

"Potatoes are for cooking." Rachel Silvers

"We don't like their sound, and guitar music is on the way out."--Decca Recording Co. rejecting the Beatles, 1962.

"Turkey testicles are best left on the creature they came off of." Bill Marscin

"Heavier-than-air flying machines are impossible."--Lord Kelvin, president Royal Society, 1895.

"Everything on the 250 is running good, other than a minor oil leak in the transmission. The trip up and back from Champaign should be fun." Steve Yezo 1999

"Stocks have reached what looks like a permanently high plateau." --Irving Fisher, Professor of Economics, Yale University, 1929.

"If you can read this bumper sticker, you're driving too close" Ryals Cheek

"640k ought to be enough for anybody." -- Bill Gates

"Order your parts from that outfit in England, they have great stuff" B.R. Oakchain 1999.



Till next month,
the Stagmeister

The Jack and Joe Western Tour

Joe Alexander of Cedar Falls, Iowa and Jack Drews of Geneseo, Illinois are ISOA's two westernmost members, we think. We're members of the very fine ISOA because Irv Korey made us do it. We both race TR4's and we both have street Triumphs too. At the moment, Joe is restoring his TR3 because of a "total" highway wreck, and Jack is giving his TR6 engine new innards, having grown tired of dumping in a quart of oil per tank of gas. We wish we were closer to ISOA's nerve center so we could participate in more of the associated madness.

We've met lots of good people both in racing and on the Internet, and we decided to go to the Las Vegas Speedway for the vintage races 20 November. Our beast of burden was Jack's BMW 525i four door. Don't worry, just because we decided to travel in comfort instead of Triumph doesn't mean we've gone queer, since during 1999, our Triumph interests took us to Florida to spectate at the 12-Hour race, we both drove out to the VTR convention, and we delivered a TR3 to New Jersey and a TR8 to Ohio. We figured our Triumph friends would forgive us for one really comfortable trip since we are both approaching geezerhood.

It's 1600 miles one way and it only takes two days when you drive 80 to 90 all the way. This gave us the opportunity to have a professional meeting with a nice Oklahoma State trooper, and when I asked him for a senior citizen discount, he giggled and just gave us a warning ticket.

If you ever have a chance to visit the Las Vegas Speedway, by all means do so. It has seven racing venues on its 1600 acres, plus a racing-oriented industrial park on site. One of the resident companies is the Carroll Shelby factory where the Cobra Mark I and Mark II's are built, and we took the tour. Nice collection in the showroom, too.

This speedway is also the home of www.driving101.com, a driving school using CART racecars on the big oval at about \$1000 a day. If you want a lower priced thrill, suggest to your sweetie that your Christmas present could be a gift certificate for a four-lap ride in a two seat (stretched wheelbase) CART car for \$200.

The racing was great. There were three TR4's, two GT6's, and I think four Spitfires. There has to be 'one in every crowd' and it was the Spitfire which was so blindingly fast that it won its race (how do they do that?). Our good friend and TR4 racer Mordy Dunst from California raced his car there, and on the final lap of his race he pulled out a three car-length lead over the hot MG on his tail. When I asked how he did that, he admitted to turning it 7500 rpm during that lap. This comes from the confidence inspired by a billet crank, Carillo rods, and Weber carbs. Those west-coasters are 'way fast.

We watched the races from the top of Mordy's car hauler trailer, and when I tried to videotape the race, the very strong wind blew on my front or back, so I also got several shots of the sky and the ground. But with about 250 vintage racecars in eight races, there was lots of great racing to see.

We got in a little fun driving at the track, too. During lunch break, they have a "touring session" where crew members can take their street cars around the race track. We piled Jack and Joe and three of Joe's relatives in the Bimmer and I proceeded to learn the track and have some fun. The officials called us in and politely asked us to "please slow down, and please stop passing so many cars". The driver of the pretty green TR6 who was following us wouldn't



speak to me after the session. I can't figure out why.

Maybe the most exciting moment of the weekend occurred late Friday afternoon. The Speedway is just across the valley from Nellis Air Base, and the Thunderbirds were practicing their air show all day long. At the very end of their practice, one of those hot dogs buzzed the race track at about 1000 feet, lit the afterburner, and put her into about a 45 degree climb – letting us look right into the tail of that baby at the bright orange fire. WOW!

Since we were in Las Vegas, we figured that we had to take a side trip to "The Strip". We did a little bit of gambling. Between the two of us, we put six quarters into one of those one-armed bandits, but quit because we didn't win anything. After all, we have eighteen hungry TR cylinders at home to feed.

Jack Drews and Joe Alexander

BUMP AND GRIND IN HAMPSHIRE

by Mike Blonder

The spirits of Coventry smiled on Saturday November 13, and delivered a beautiful day for sunny driving plus valuable learning and fun. Joe got us started on a TR3 fender by showing how to cut out bad sheet metal with a plasma cutter - the proverbial hot knife through butter. A repair panel was then tack welded on with the wire feed welder. It was soon discovered the flange with the bolt holes on the repair panel was a quarter inch out of place, so Mr. Plasma was called back into action. Incredible! That plasma cutter removed the thin sheet metal flange from the inner fender without disturbing the sheet metal it was welded to underneath! Imagine a welding tool cutting a piece out of the jeans you're wearing without disturbing your skin...Verrrry precise!

That accomplished, the repair panel was also found to be about a sixteenth too short on one side, so the wire core of a welding rod was used to make up the difference. One look at Joe's face clearly showed he was as pleased with his creative solution as much as his technical skill. We all agreed.



"Hey hey hey Joe... where ya' goin' with that wrench in your hand? Going to bop my old lady - caught her messin' around with an MG man..."



By this time, Karl, Mike and Steve were busily banging away on Steve's 4A trunklid (or do you say bootlid?) with the thought that they could hammer it perfect or die trying. After about an hour Karl was heard to say: "Am I moving this thing or am I just getting used to seeing it this way?" At about this same time, Chuck was working out the DA (dual action not duck-ass) sander on the Spitfire door that was to be an after lunch project.

The group then moved outside for lessons in body filler. Coats of "mud" were applied and then sanding techniques demonstrated. In the end it's a "touch" thing, and said touch not too difficult to acquire. New layers of mud were skimmed on and left to dry while we broke for lunch.

Do not let it be said food bargains are not to be found in the Hampshire area. After a pleasant Triumph and truck caravan from Joe's, we arrived at Motts Lounge in Burlington. For me, it was a tasty patty melt with chips for the princely sum of \$2.50 - like here's \$3 and keep the change! The staff at Motts were also first rate - they just handed out the food, trusting us to settle up honestly. Didn't they know who they were dealing with?

Several photo-ops later, it was back to Joe's. A cool tool was used on the dented Spit door which could not be pounded out because hammers and dollies were not usable due to structural interference. This tool essentially welds a rivet-like spike onto different spots of the dent surface - ending up looking quite porcupine-like. A slide hammer is used, one spike at a time and in succession, to pull the dent out. After about three passes with the slide hammer the dent is almost gone. The spikes are cut off with a side cutter and all that's left is the small dot where the rod was welded. The dots are ground, a small amount of filler added, and a perfect repair accomplished. It was announced the club had just purchased one of these tools - a fine investment indeed.

At this point Mike M decided to use Mr. Plasma to cut out holes for license plate lamps in his new TR6 rear apron. Like a kid with a new toy, (you'd better believe it!), Mike operated that cutter like an Exacto knife cutting balsa wood.



Back outside for more practice using filler and shaping tools, and learning "the touch". No one was denied a chance to try his hand. By the time I left (early), Jack had two very usable TR3 fenders, the Spit door was good to go, and by God, Steve's trunk lid was damn near perfect!

Throughout the day, our host the Stagmeister, like a fine chef, went from station to station - cutting out and welding repair panels here, body bumping there, applying, shaping and sanding, and then priming and fine sanding. Many basics and many many tips were traded throughout the day, and it's now much easier to understand why getting the LBC painted is a \$4000 job! It has precious little to do with paint - much more to do with prep and creativity. It was fun watching other experts such as Mike Mueller, Karl and Steve Yott.

What a year we all had! With the mild winter, dry summer and fall, along with warm fall temperatures, I drove over 10,000 Triumph Miles this season! Only crossed into Indiana on two occasions. In past years, my mileage has been less than 1000 miles. Why?? Read on.

Most of the miles are on my every day driver, the 1980 30th Anniversary TR7. This is the car I bought July, 97 for my son, Phil Squared. (His name is Phil also). Yes, it was rusted (what does "rusted through" mean?), and did not run right. These are the only cars I buy, rusted and don't run. I asked a local auto repair mechanic to correct the poor engine performance. He said I needed a to replace the choke and the choke for this car is not available. Playing around on the Internet I found a guy in Northeast Indiana who agreed to help me tune it. I got all the tune up parts, borrowed the Pyle's trailer and towed it to Northwest Indiana. In minutes the car was running great. He found air in the water line going to the water choke of the Carburetor. Nothing was wrong with my choke! This guy truly loved these types of chokes. He bled the air out, added all the tune up parts and it has ran great ever since.



My First 10,000 Mile Year

by Phil "Factor" Fox

Then I had to deal with the rust. What does "rusted through" mean? My son and I enrolled in an auto body class at Davia Vocational School (now COD) in Addison where we learned how to use the air tools, cut, grind, weld, mix and apply fiberglass, sand, add body filler, pound out dents, wet sand, use aircraft stripper, mix primer, paint, and clear coat, and we painted the whole car on June 10, 1999. We still need to wet sand it and buff out the "orange peel" texture and add the model decals. That is all future work.

For 18 months the car looked like <@#+> (*symbols known as shit*). The original deteriorated black rag top with the gray duct tape mending the rips and covering the holes, not to mention the two colored exterior. It did look bad. Except for my son, the rest of my family would not ride in the car. Our auto body instructor told us about half way through this rebuilding process that it will start to look "worse" before it looks "better" and unfortunately, he was right. As we drove the car to auto body class every Thursday evening, nobody would take notice of the car except maybe to laugh and make fun of us since we usually had the top down (the older the top, the more it shrinks and sometimes we had problems putting it up.)

Now that the car is painted all the same color along with a new rag top, we get favorable looks as they speed past! And since the model number decals are not on yet, no one knows if it is a 7 or an 8.

Seems like I am a professional auto body student at Davia, now enrolled in my 6th auto body quarter working on the 67 Spitfire Mark III. It looks similar to the way the TR7 looked, but without the gray duct tape on the top.

Why the 10,000 miles? Could it be confidence? With my participation in ISOA functions these past two years, my automotive skills are improving. Tasks completed this year include: master clutch cylinder rebuild, master brake cylinder rebuild, bled the clutch and brake lines, thermostat housing heli coil repair, replaced a differential, replaced a water pump, repaired electrical problems in headlight circuit, drained and flushed cooling system, and more. Without ISOA, this work would have been hired out.

I want to thank all the Members, especially the Board Members, who have assisted me in keeping my Triumphs running. At ISOA Meetings, at our Clinics, and the British Union Meet, seems like I am asking questions to our Members on how to do something. So far so good. Thank you for all your help.

I do have a question. I don't see that many Triumphs out on the road (not including Club Functions or Car Shows). Where have all the Triumphs gone? I really have enjoyed driving my Triumphs this year and look forward to driving the "yet to be completed" '67 Spitfire next year!

Well Phil, the Pawlak family TR7 (actually Jenny's) has been my commuter car on and off during 1999. The car has clocked just under 8000 miles and will continue to be my commuter car for the winter until it will see a complete engine and body restoration coming up soon. We will see a 2000 driving review of the much maligned, yet undeserving TR7.
Editor

What: Annual ISOA Party and Awards Night
 Great Company
 Beer
 Food
 Slides of 1999 Events
 Special Awards ceremony (mercifully brief)
 Tall Stories (BS)
 Did we mention beer?

Where:
 Des Plaines Elk's Club
 495 Lee St. Des Plaines, IL



How Much:
 \$20.00/ person

When:
 Saturday January 29th
 Cocktails (Cash Bar)
 and hors d'oeuvres
 and Triumph BS 6:00 - 7:00 (PM)
 Dinner and Triumph BS 7:00
 After dinner until ???
 More fun and more
 Triumph BS

Please choose from the dinner choices listed below and have your reservation and \$\$\$ in to Treasurer Sheri "Big Mama" Pyle by **January 10**.

 (rip me off)

Name(s): _____

Number of people attending: _____

Choice of Entree (indicate how many)

Grilled Chicken Breast with angel hair pasta _____

Roast Sirloin of Beef seasoned and sliced _____

Stuffed Baked Pork Chop, with apple sauce _____

Poached Salmon Fillet with hollandaise on the side _____

All entrees include soup, salad, veggie, potato and dessert.

Check enclosed for \$20.00 x _____ = _____

Bring your check made out to ISOA to the January meeting or mail to arrive by **January 10th** to Sheri Pyle, 320 N. Linden St., Itasca, IL 60143

LAKE MICHIGAN REGION ROLLS-ROYCE OWNERS' CLUB JOINT MEET
 WITH JAGUAR CLUB MG CLUB TRIUMPH CLUB HUMVE CLUB
 DINNER AND CAR CONVERSATIONS
 JANUARY 19, 2000 94TH AERO SQUADRON WHEELING, IL

Oh no,.....January! These are the words on the lips of every car club events chairman here in the the United States' "Intemperate Zone." We of the Lake Michigan Region have, over the years, developed a satisfactory solution to this problem in the form of a dinner (optional) and cocktail party at Wheeling's 94th Aero Squadron. We of the RROC thought it might be nice to invite some of the other British car clubs in the area to join us and thereby make the whole thing a bit more interesting. The 94th gives us the whole dining room at the north end of the building, which has a nice clubby atmosphere and might even be confused with your "Local" in the Old Country. Although it is primarily an indoor event, several of us over the years have gone to this meet in our Drophead Coupes with our tops down. So with the help of global warming and/or El Nino, this might even prove to be a sort of midwinter British Car Field Day....er....night.

In practice, then, those who wish to join us for dinner should arrive by 5:30 PM and enjoy the buffet laid on by the chef at the "Squadron." See the menu below. When you arrive, please pick up your name tag/meal ticket and put it on. We will use these tags to help us identify the people in our party, and thereby avoid providing dinner to passers-by. You can also list the cars you own on it to promote conversations. Then, at 7:30 PM the rest of your membership will arrive for the "Car Conversations" part of the evening. The restaurant supplies a waitress to take care of our drinks.

So if you wish to attend the meal function, please send the form below to me by Sunday, January 16, 2000. Since the room only holds 75 people, please get your Dinner Registration Form in to me as early as possible. So gather up your latest car pictures, restoration horror stories, and Lucas jokes and join us for an evening of serious "Car Conversations."

David Taylor Events Chairman LMR RROC 1-847-251-1953

MENU

SALADS Garden, Caesar, Pasta
 ENTREES Sliced Roast Beef, Baked Chicken, Pork Tenderloin, Baked Fish
 VEGETABLES Rice Pilaf, Twice Baked Potatoes, Green Beans
 DESSERTS Chef's Selection of Four
 Coffee and Tea

Cost, including tax of 8.25% and tip of 15%, is \$20.00 per person.

DIRECTIONS TO THE 94TH AERO SQUADRON (1-847-459-3700, 1070 S. Milwaukee Ave., Wheeling, IL): Exit the I-294 at Willow Road. Go west (left) for about a mile until you see the exit ramp for Milwaukee Ave. on your right. Follow it to Milwaukee. Turn right (north) and follow Milwaukee past the airport on your left to a sign (also on your left) marking the entrance to the "94th Aero Squadron Restaurant." This will be hard to see, so stay in the left lane, and in 4th gear, and go slowly until you see it. Then downshift to 1st and dash left across the two southbound lanes. Follow the road about a quarter of a mile to the parking lot. If you go past the new air traffic control tower on your left you have gone too far.

DINNER REGISTRATION FORM

NAME _____ CLUB _____

ADDRESS _____

HOME PHONE _____ YOUR CAR(S) 1. _____ 2. _____

NUMBER IN YOUR PARTY	_____	X	\$20.00	=	
MEET REGISTRATION FEE				=	\$2.00
		TOTAL		=	

Please make your check payable to the Lake Michigan Region and return it and this form to :
 David W. Taylor 234—17th Street Wilmette, IL 60091

REMEMBER, PLEASE HAVE YOUR REGISTRATION IN MY HANDS BY JANUARY 16TH, 2000.



Marketplace



The place to buy, sell and trade almost anything Triumph related!

79 Spitfire Red, Interior Color: Beige Includes Hardtop, softtop and all button downs Very good condition, 47K original, third owner Car is original except for header and radio Car needs carberator rebuild or replacement. Car has minor "clicking" noise in rear end on de-acceleration. All u-joints have been replaced. Rear bearings have been replaced. Rear hub lug nuts have been replaced, yet that darn "clicking" remains! Clutch, throw out, and pressure plate replaced 1500 miles ago. \$2,000.00 Car located: Sleepy Hollow, Ill 847-836-6956 Michael Riggins (MAR)

FOR SALE - Lightweight utility trailer with lockable 18 cu ft Karrite shell. Tows well behind a Triumph, weighs only 300 pounds when filled with luggage. Only 1 year old. \$300. Contact Ann or Tim Buja for more details at (815) 332-3119. (DEC)

TR3B Parts Wanted I'm beginning a major restoration of tired TR3B on a beer budget. Have you (or anyone you know of) abandoned a project but still have a garage, shed or basement full of parts? I'd appreciate learning of any NOS or good used mechanical, engine (e.g.: 86 or 87 mm kit), interior (tan), body or trim parts as I build the list of what I need. Please contact Jack (Dr. Spuds) at 815-459-4721 (or fax to 815-477-8752) or e-mail at jbillmack@aol.com.(MAR)

For Sale 1980 TR7 Spider. Good running condition, 84k miles, new front rotors and pads, seats have been covered since new-original seats look like new, tires very good condition, body in very good condition. \$3500 Call Alan Evans 847/551 3556 home. 708/339-8555 work. (NOV)

For Sale 1974 Jensen Healey with Lotus 907 Engine. Jim Hogan 630/323 0250 (NOV)

Classified Submissions

There is NO charge for a classified ads. Ads will run for 3 issues and expire on the month indicated in parenthesis. Photos can be used in classifieds. Please try to limit items for sale relating to Triumph/Car items. Always include name, phone and a clear description of what you are selling. The description will be used "as is". Submission methods are listed on the second page of the newsletter. Absolutely NO phone submissions accepted!

ISOA Club Accessories

NEW ISOA Window Decals! \$1 will get you a nice color "static" cling ISOA window decal for your car windshield. These have no adhesive so as not to leave the annoying village sticker mess on the windshield. There is also a limited quantity of ISOA embroidered patches for \$5.

ISOA Grille Badges now available - \$10.00 each



Get ready for showing ISOA Colors in 2000!

ISOA Club Logo Magnetic Signs

Proudly display your club affiliation with a 8" diameter magnetic ISOA Club Logo sign. Suggestions for use: inside the boot for storage and under the bonnet while at a show. Cost is \$10.00 and will be available at most club meetings and events.



ISOA Club Logo on boot.....



on door.....



on bonnet.....



on rust.

Snic Braaapp

A Stagmaster News Group
c/o Joe Pawlak
14N640 Engel Rd
Hampshire, IL 60140

Do you want to be a bum?

Do you want to be left out in the cold?

Do you want to drive only normal cars?

Do you want to miss out on a lot of fun?



You want to be somebody.

You want to be overheated.

You want to be abnormal.

You want to have lots of fun.

Submit your remittance to Sheri Pyle at the monthly meeting or send a check. Address contained on page two.