



Snic Braaapp

July 2014
Vol. VII Issue No. 505

*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, Triumph
Register of America, and Six Pack*

"I CAN'T DRIVE 55" SPRING TOUR

TEXT BY BOB STREEPY - GRAPHICS BY THE AUTHOR AND DENISE ALAGIER



ACCORDING TO THE AAA MOTOR CLUB, AN estimated 36 million motorists took to the highways and byways of North America over the Memorial Day weekend. Among them were more than 40 Coventry Irregulars who participated annual ISOA spring tour. The 2014 iteration, organized by Doug and Debbie Larson, was code-named "I Can't Drive 55" in honor of the 30th anniversary of the Sammy Hagar rock classic of the same name. The triumphistae convened around 8 AM at the Silver Dollars Restaurant in Yorkville for breakfast prior to their 9 AM official departure.

The convoy of Triumphs included 12 TR6s, 4 Spitfires, 2 TR4As, 2 TR7s, and a TR4. The Triumph support vehicles included a Mini, a Mustang, a Miata, a Lincoln, and



an Aston Martin. Doug had thoughtfully pre-arranged for Chamber of Commerce weather on the morning of the tour, and the vast majority of the motorcade opted for topless motoring to take full advantage of the mid-

continued on page 15

INSIDE YOUR JULY SNIC BRAAAPP

- Champagne British Car Show
 - TRA
 - Kastner Cup
 - Wisconsin British Car Field Day
 - Blackhawk Classic Races
 - Rumpus on Twins - Part II
- Lots More Stuff*

RECENT EVENTS OF IN "TR" EST



TRA NATIONAL MEET
TEXT AND GRAPHICS BY BOB STREEPY



THIS YEAR'S TRIUMPH REGISTER OF America national convention was held at the Deer Creek State Park near Mount Sterling, Ohio, from Wednesday, June 11 through Sunday the 15th. Among the 80+ participants were some 10 Coventry Irregulars who opted to drive the roughly 400 miles from Chicagoland to southwestern Ohio. There were two caravans of ISOAers. Group one [Holekamp's Flying Brick Precision Interstate Rallye



Team] consisted of your humble and obedient scribe [TR4], Jay "Cannonball" Holekamp [TR4], Steve "the Godfather" Yott [TR4A], and Pat "Powerbulge" Lobdell [TR4]. We decided on the more direct interstate route. Caravan #2 [Slow and Steady Wins the Race] opted for a more scenic route, and consisted of Jack and Barb Billimack [TR4A], Joe and Rosanne

Felix [TR4A], and Kim and Bill Jensen [Spitfire 1500].

Both groups encountered heavy rain on the trip to the convention, thus negating innumerable hours of cleaning in relatively short order. Jay and I left his home in Wheaton at roughly 5 AM and soon found ourselves at the Cracker Barrel in Merrillville, Indiana, to await the arrival of Steve and Pat. After breakfast, we headed down I-65 and basically turned left at Indianapolis, eluding trucks, downpours, and shredded tires before pulling into the park in midafternoon.



The site for the convention was very picturesque, made even more attractive by the sight of nearly 100 side screen and Michellotti bodied Triumphs. After picking up our registration materials, we checked into our cabin and relaxed as we looked through the convention program book and decided on which activities to participate in. It was too late to join the afternoon scenic tour to Chilcothe, so we headed to nearby Mount Sterling for dinner at a restaurant which had been recommended by some locals, who apparently had a very sadistic sense of humor. In a scene reminiscent of "Five Easy Pieces," we encountered a waitress whose charm school training was clearly acquired at one of the numerous nearby correctional facilities. Following our meal, which made all of us long for the Bristol Diner, we headed over to the welcome mixer where we enjoyed drinks and munchies at the cabin of the event organizer, Bruce Clough. There we hung out with old Triumph friends and met ISOA member and chief Kentucky Bureau

Chief, Jeff Slaton, who was there with his wife Libby and their daughters.



The following morning after breakfast, Joe discovered, much to his dismay, that his 4A had no oil pressure – never a good thing. Steve did some preliminary diagnosis, and came to the conclusion that the oil pump was likely a victim of the dreaded aftermarket rebuild kit failure. The prognosis cast somewhat of a pawl over the ISOA contingent, but Joe and Rosanne managed to take the bad news in stride and began to make preparations for renting a trailer to tow the car back to Plainfield.



The weather, which had been cloudy and with off and on drizzle, eventually gave way to sunny skies, and several of us chose to try to remove a portion of the road grime that we had accumulated the previous day at the car wash station. After a bit



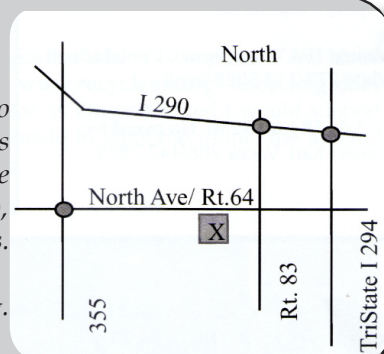
continued on page 12



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
Jul.	6	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	13	Sun.		Mad Dogs & Englishmen - Gilmore Museum, Hickory Corners, MI
	17-20	Fr.-Sun.		The Hawk Vintage Race at Road America
	19	Sat.		Summer Driving Tour & Turnabout Picnic
	24-26	Th.-Sat.		Roadster Factory Summer Party
	26	Sat.		Blonderhill wine/beer Fest IV - Harbert, MI
	27	Sun.	3:00 PM	Ravinia Outing
Aug.	2	Sat.	9-4	Heartland British Car Festival. - LeClaire, IA
	3	Sun.		Transportation Extravaganza - Illinois Railroad Museum - Union
	3	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	8	Fri.	7:30 PM	White Trash Night - Sycamore Speedway
	17	Sun.		Orphan Auto Picnic - Kendall Cty Fairgrounds
	20	Wed.	6:00 PM	ISOA Night at Randhurst Cruise Night with entertainment by the Spinal Tappets
	21-24	Th.-Sun.		Open Air Classic - Onalaska, WI
	23	Sat.	10-4	Milwaukee Masterpiece - Club
	24	Sun.		Geneva Concours d'Elegance - Geneva, IL
Sept.*	6	Sat.		Austin-Healey Rally (BCU)
	7	Sun.		Chicagoland British Car Festival - Harper Community College, Palatine
	9-14	Tues.-Sun.		VTR National Convention - Dobson, NC
	21	Sun.		Cantigny Car Show - Wheaton
	TBA	Sat.		Meadowdale Memories - Carpentersville
Oct.	5	Sun.	7:00	ISOA General Membership Meeting (Board - 5:00)
	9-12	Th.-Sun.		6-Pack Trials - Oxford, MS
	10-12	Fr.-Sun.		Fall Color Tour Sat. [Dinner and Camping Friday]
	TBA	Sat.		Clinic?
	TBA	Sun.		Toys for Tots?
Nov.	2	Sun.	AM	North Shore to Brighton, WI, Run (Vintage cars)
	2	Sun.	7:00	ISOA General Membership Meeting [Board - 5:00]
Dec.	1	Sun.	5:00 PM	ISOA Go Kart Challenge IV
		Sun..	7:00 PM	ISOA General Membership Meeting [Board 5:00]

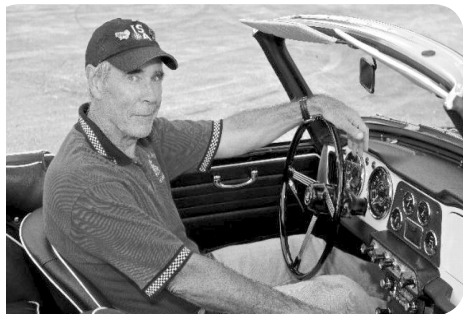
**No September Monthly ISOA Meeting*

A LITTLE BS FROM BS

NEWS AND VIEWS FROM

THE BUSTED KNUCKLE GARAGE

By SNIC BRAAAP EDITOR BOB STREEPY



Those readers unfamiliar with the body of work by documentarian Christopher Guest need not bother to read the following parts of speech. In fact, those who are fans of the reknowned filmmaker may also be well advised to take a pass.

WE HAVE ALWAYS BEEN FANS OF Cinéma vérité. As a boy, we were engrossed by the great documentary film *Victory at Sea* with its powerful Richard Rodgers musical score narrated by the incredible Alexander Scourby. We vividly recall being moved by such classics as: *Fahrenheit 9/11*, *Super Size Me*, *Religulous*, and *An Inconvenient Truth* and with all due respect to Ken Burns whose credits include innumerable spectacular documentaries, in our humble opinion the greatest living documentarian filmmaker is unquestionably Christopher Haden-Guest, 5th Baron Haden-Guest. [The late, great Harold Ramis - *Family Vacation*, *Caddy Shack*, is also on our all-time favorite short list.] Best known simply as Christopher Guest, his film credits include: *This Is Spinal Tap*, *Waiting for Guffman*, *Best in Show*, *A Mighty Wind*, and *For Your Consideration*.-all classics in their own right.

Perhaps as a result of our recent trip to southwestern Ohio, and possibly to occupy our mind while on the road in a 50-year-old car equipped with an AM radio capable of only producing evangelical sermons, right wing drivel or static [one in the same?], to pass the time, we allowed our thoughts to wonder about a what a sequel to the his magnum opus - *Best in Show* - might be like for car guys.

OPENING SCENE - An attached garage in the western suburbs of Chi-

cago. The central character played by Guest is seen underneath a black Triumph TR4 mounted on jack stands. The protagonist has a spray bottle of Griot's Garage chassis cleaner and some microfiber Q-tips attempting to eradicate some barely noticeable grime from the recesses of the upper control arms. As the camera pans back, the viewer can see a shopworn dog-eared copy of the TRA judging manual with virtually every passage highlighted. Enter his companion, Spuds, as played by Eugene Levy.

"Hi Suds. What are you doing under there?"

"Just my normal pre-show cleaning regimen. I'm going to TRA tomorrow, and the judges are pretty particular about dust on the chassis."

"You do know that they are forecasting rain for the next week, don't you?"

"Yeah, but they could be wrong, and I don't want to take any chances."

SCENE TWO - Bartlett Illinois, 4 AM, a driving rainstorm. The protagonist double checks his list of traveling supplies which include a spare distributor, spare fuel pump, spare coil, spare generator, set of "real" tools, a set of "show" tools, an inner tube, electrical fuses, wire, tape, connectors, crimpers, spark plugs, points, condenser, rotor, plug wires, and a tote full of various specialized car cleaning products, before backing his spotless car into a driving rainstorm. He then proceeds to Wheaton where he is joined by one of his four driving companions played by Harry Shearer.

"Looks like were going to get wet," says the Guest character.

"The Chinese say that's good luck. Let's go before the traffic gets too heavy. Try and keep up!" He pulls away in his green TR4, goes through a yellow traffic light, and zooms off into the darkness.

SCENE THREE - a Cracker Barrel restaurant in Merrillville, Indiana. The first two characters are joined by two red Triumphs. The first, a TR4A with Wisconsin license plates is driven by a character played by Michael McKeon.

"Your car's dirty. You need to clean it! Did you replace the solenoid, the exhaust clamp, and shorten the

radiator hose like I told you?"

"I thought I'd do that when we got to Ohio and we had some free time."

"You had three days to get this done. You should of had it fixed by now."

Enter another red TR4 driven by a character played by Larry Miller.

"The weather Channel says there's rain all the way to Columbus. Hope everybody's got his Rain-x." The group laughs, eats breakfast, and heads to the parking lot.

SCENE FOUR - the caravan of Triumphs arrives at a state park in Ohio and checks in to a "rustic" cabin. They decide to drive into the nearest community where they have heard there is a local restaurant with a good reputation. They enter the restaurant and immediately notice that the walls, as well as even the placemats are festooned with evangelical ephemera. The waitress, a disheveled, full-figured woman sporting some serious ink and sweating profusely, is played by Jane Lynch. She reluctantly shuffles over to take the order.

"We're nearly out of iced tea. If you want tea you only get one glass - no refills. Order the buffet. It's too late for anything off the menu. Now, what do you want? The Christopher Guest character, after looking at the buffet offerings, asks to see a menu which the waitress grudgingly brings to the table. Three of the four take the buffet, and one [Guest] orders a side salad which the waitress then throws together using the wilted lettuce from the buffet, and ladles a dollop of dressing-also from the buffet line-over the greens.

"You done with that plate? Gimme your fork!," she barks at the McKeon character. The foursome pays, and meekly exits the restaurant before heading back to their cabin to spend some time on the internet searching for other dining options in the future.

SCENE FIVE - a shady section in the park where our hero has his TR4 up on jack stands up and is again underneath trying to clean the mud and dirt from the 400-mile trip from his chassis and engine bay. His companions arrive. The Michael McKeon character speaks first.

ON THE MARQUE BY ISOA PRESIDENT MARK "PAINLESS" HATTENHAUER

A Short Stack



July is upon us. That brings us to the Fourth of July (a fifth on the fourth might help the celebration), firecrackers, fireworks (I once dated a firecracker who could really provide some fireworks...but I digress), summer drives, picnics, barbeques, and festus. This sounds like some ISOA events marked on my calendar. Fourth of July, baseball, apple pie and Chevrolet (cross that out and make mine a TRiumph). I love July with it's long days, summer nights, golf, hot weather, beaches, bikinis and tops down...not necessarily in that order. Bikinis and top down references not related, but also not objectionable if they were related either. Those lazy crazy hazy daze of summer, what's not to like?

Thank you to all of you who sent get well cards to my TR6 as it awaits a TRansmission TRansplant operation at the Yott Club Surgical Center. I've have been told the implanted overdrive TRanny will be better than the original factory supplied four speed. Murray has kindly donated Joe Honor's gearbox (read black market organ with a cash donation to Murray's favorite charity) to resuscitate and remove CF37900 from life support. Murray's TR6 has undergone a sex change operation with a Toyota 5 speed conversion. I understand his car is still walking a little funny from the operation, but can now speak fluent Japanese (ah so).

Hopefully, my TR Six will be up and running after a few surgical nip and tucks in time for Six-Pack Trials in Oxford, Mississippi, this fall. Triumphs, moonshine and BBQ sounds like the makings of a fun road TRip. Will Burt Levy be joining you on this roadie Irv? Hrrrump....

See y'all on the road somewhere down the road this summer. Little British cars leaking oil on American soil. Someone call the EPA.

Painless

"Engine's dirty! Clean it! Valve cover gaskets leaking! Fix it. You got the wrong gauze element in the air cleaners. I thought you were going to take care of that. Jesus Christ!

Next the Harry Shearer character speaks

"That pookie you slathered all over your top is attracting bugs. I believe you "over-pookied" this car. We're going to lunch. We'll see you back at the cabin."

SCENE SIX - dozens of vintage Triumphs are parked in the resort parking lot while a group of judges waddles from car to car scribbling on clipboards. They approach the Christopher Guest TR4, led by one clearly senile judge played by Ted Knight.

"One of the blades on the tropical fan isn't straight. Half a point! The carb linkage is wrong half a point! That's the wrong gauze in those air cleaners. Half a point each! There's oil on the block. Half a point! The other judges mumble

something inaudible and proceed to the next car

SCENE SEVEN - the banquet hall at the lodge. The master of ceremonies, played by Fred Willard, banters with the audience and calls out the names of the award winners from the various driving events and then segways into each Triumph model in participants choice. He slowly works his way through the entire litany of Triumphs before turning the program over to the chief judge, played by Bob Baliban, who steps awkwardly to the microphone to announce the concours award winners. Beginning with the premier class, he then fumbles through the Concours starting with TR2 and finishing up with TR4. Our protagonist becomingly increasingly agitated as he awaits the results.

"In the TR4 Concours - first-place - Harlan Peppers, in a black 1963 TR4. For the 2014 TRA Best of Show with 98.84 points, a black TR4 owned by Harlan Peppers of Bartlett, IL"

ISOA TECHNICAL ExSPURTS

TR2	Al Christopher 773/233-2526
TR3/4	Pat Lobdell 219/942-1263
TR4A/ 250/5A	Steve Yott 262/997-0701
TR6 (Early)	Jeff Rust 815/874-5623
TR6 (Late)	Irv Korey 847/831 2809
TR7	Phil Fox 630/662-7721
TR8	Tim Buja 815/332-3119
Spitfire - [Early]	Joe Pawlak 847/683-9683
Spitfire - [Late]	Rick Paulson 847/669-1030
GT6	Dave Shedor 847 566 0478.
Stag	Joe Pawlak 847/683-9683
Herald	Jack Billmack 815/459-4721
Machinist	Bob Crowley 630/319-7343
General Tech,	Joe Pawlak 847/683-9683

EPILOGUE -18 months later.

The scene: the garage in Bartlett with a car covered in the background. The temperature is below is minus 13° and there is snow on the ground. In the corner is a plastic tote with several plaques and dusty shadowbox award. The camera pans in on the covered car. As the garage door creaks open, the wind blows the cover off to reveal a late model Honda S2000 with dirt on the upper control arms. Fade to black

Suds

RECENT EVENTS OF IN "TR" EST



CHAMPAGNE BRITISH CAR FESTIVAL

TEXT & GRAPHICS BY JACK BILLIMACK
AS TOLD TO BOB STREEPY

AN EVEN DOZEN COVENTRY IRREGULARS attended the Champagne British car show, held in Bloomington. The show took place on the grounds of the mid-19th century mansion which once belonged to David Davis, friend, mentor, and campaign manager for Abraham Lincoln. Davis also served on the United States Supreme Court as an appointee of Mr. Lincoln.



The event, which for many years was held in Champaign and moved to Bloomington four years ago, is the first regional British car show of the season, and it attracted some 130 cars from throughout the Midwest. The ISOA contingent consisted of Tom Berger (TR6), Doug and Debbie Larson (TR6), Joe and Rosanne Felix (TR4A), Jerry and Sandy Hurst (TR6), Peter Conover and Kristi Sloniger (Aston Martin), Jack Billimack (TR6), Jim Billimack (Sports 6/Vitesse), Murray Bruskin (TR6), Thanos Kourliouros (TR3A), Matt Krajniak (Spitfire), Dave and Karin Zink (Spitfire), and Frank Cartwright (TR7)

Many of the club members convened at the local McDonald's in Dwight for coffee prior to caravanning down I 55 to Bloomington. Officially, the event got underway on Friday evening with a pub crawl followed by a tour and dinner on Saturday, followed by a dawn patrol on Sunday.



The grounds on which the show was held were very picturesque, and many of the attendees took advantage of the guided tour of the Davis Mansion while others opted to enjoy the pleasant weather by relaxing in the shade or strolling the grounds to enjoy the many cars, including one MG with a custom fabricated body.



This year the featured Marque was Austin Healey, and many fine examples were on display.

The local Boy Scout troop set up a food tent and served hamburgers and hotdogs throughout the day. Uncle Bob's, [not to be confused with Uncle Bub's in Westmont] a Eureka ice cream vendor, had apparently heard that Jack Billimack would be in attendance, and he brought in a trailer of frozen confections for the occasion.



Around 2 PM, show organizers presented awards, and several of the Coventry Irregulars returned home with mementoes of the occasion, including Joe and Rosanne and Jerry and Sandy. The "Best of Show" award was presented to Peter and Kristi for their Aston Martin.

After our unusually brutal winter, it seemed that the first British car show of the year was more enjoyable than ever. The conditions were pleasant, the cars seemed to run better than usual, and the prospect of enjoying the company of other ISOA members in lovely surroundings made the day a great kickoff for the summer driving season.

Spuds & 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 a one time signup fee, which 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

RACING IN THE STREETS TO THE LAST CHANCE TEXACO

By Dave "Rumpus" Kanzler



IN THE JUNE NEWSLETTER, OUR ESTEEMED Editor solicited a list of favorite car-related songs from the readers of this august publication. While this essay goes beyond the strict "submit a list" instructions, I figured go large or go home. Two songs immediately came to mind: "Racing in the Streets" by Bruce Springsteen from the album "Darkness on the Edge of Town" and "The Last Chance Texaco" by Rickie Lee Jones from her debut self-titled album.

I'd be hard pressed to imagine that everyone is not familiar with "Racing in the Streets." The great set up:

I got a sixty-nine Chevy with a 396, Fuelie heads and a Hurst on the floor, She's waiting tonight down in the parking lot, Outside the Seven-Eleven store, Me and partner Sonny built her straight out of scratch....

Then the hint of darkness to come:

Some guys they just give up living, And start dying little by little, piece by piece, Some guys come home from work and wash up, And go racing in the street...

A bit of brightness follows: I met her on the strip three years ago, In a Camaro with this dude from L.A., I blew that Camaro off my back and drove that little girl away...

Then full on darkness sets in: But now there's wrinkles around my baby's eyes, And she cries herself to sleep at night....all her pretty dreams are torn, She stares off alone into the night, With the eyes of one who hates for just being born.

Then like many of the Boss's songs, he ends with hope of redemption:

Tonight my baby and me we're gonna ride to the sea, And wash these sins off our hands.

In my teens and early twenties I used to wonder literally, "What went wrong?" "What are their sins?" I'd imagine meeting the Boss at the Stone Pony and having a beer with him and asking him those questions. At 54 years old and counting, I realize I don't have to ask those questions anymore, I now know the answers.

"The Last Chance Texaco" is less well known but it should be the "patron song" of anyone of you who have ever restored an old worn out Triumph. It tells the story of two people and their last chance at love.

But you ran out of gas, Down the road a piece, Then the battery went dead, And now the cable won't reach...

It's your last chance, To check under the hood, Last chance, She ain't

soundin' too good, Your last chance, To trust the man with the star, You've found the last chance Texaco...

There was this block-busted blonde, He loved her - free parts and labor, But she broke down and died, And threw all the rods he gave her....

But this one ain't fuel-injected, Her plug's disconnected, She gets scared and she stalls, She just needs a man, that's all...

It's her last chance, Her timing's all wrong, Her last chance, She can't idle this long, Her last chance, Turn her over and go, Pullin' out of the last chance Texaco.....

I've listened to "Racing in the Street" countless times in the last 36 years but as much as I love "The Last Chance Texaco," I haven't listened to it except for the half dozen times I've heard it on the radio since 1985. Unfortunately, that album and song are forever associated with the first love of my life. We met when the album came out, and we wore it out sitting on the porch, in the bedroom, on a cross country camping trip in my 240Z, and with two head phones plugged into my Walkman. We got engaged, and then she left me for, well let's leave it at "she just didn't need a man at all." Funny how no matter what happiness comes later in life, it can be too painful to listen to an album and song that meant the world to you at an earlier point in your life.

But it is still a great damn song.

Rumpus



FYI, Mack's Golden Pheasant is having wedding reception in the lower level on Sunday, July 6, and that there is a chance the group won't be finished by 6:30. They have asked if we might be able to meet either upstairs in the dining room or outside on the patio (liked we did when the basement flooded). If you attend the meeting, please pack a lawn chair in case we meet in the garden again.

RECENT EVENTS OF IN "TR" EST



WISCONSIN BRITISH CAR FIELD DAY-

TEXT BY KIM CASPER.

PHOTOS BY THE AUTHOR, PETER CONOVER
AND ROMAN HRYNEWYCZ



ABOUT 15 CLUB members, friends, and family gathered at the Bristol Diner in Bristol, WI, for a Wisconsin approved foray into cheese land. The assault was led by Kim Casper and his 6 cylinder Spitfire, Daisy. Joining the caravan to the annual Wisconsin British Car Show in Sussex were: Roman [TR6], Rick and Sue Paulson [Spitfire], Peter [Aston Martin], Peter's friend from the Aston Martin Club, Saurabh, Thanos [TR3], Thanos's son [in Thanos's Mini], a Sunbeam Alpine, and Andy and Carol [Mustang convertible]. Murry met for breakfast but had other pressing matters. Judy



Casper and Sue Paulson split from the group to go sit on the deck and watch the lake go by. [Peer pressure did not work on them!] After a quick stop for gas, we were on our way. A little 4 lane, some wide open two lane, some twisty stuff, and lo and behold, we came upon a Spitfire parked on the side of the road with new members Heather & Ken Dries who joined our little group.

We arrived right at the opening bell, and met up with Jim Doering and Cheryl [TR6], the Kolton brothers fresh from the Rockford Trailer Races, and Frank Cartwright and his friend Terry [TR6], and new member Ridge Howard [GT6]. It seemed like a lower turnout this year - possibly due to the TRA meet and/or the threat of storms. The wind was nice and kept the Sussex bowl comfortable.

There was plenty to look at. There were 3 or 4 GT6's [the most I've

seen in a while], a couple of TR3's, a lot of Spitfires, a few wedges, including a nice 24k mile injected TR8.

There was the usual mixture of everything else British, very few



motorcycles, a half dozen Sunbeams, Loti, and 2 MG TD/TF's.

Rick and I had a "spirited" ride back to Dover to meet our spouses, and I assume all safely arrived home also. A mostly sunny day, a nice ride, beautiful cars....what more could you ask for?

Kim

BLACKHAWK CLASSIC

**Blackhawk
Farms
Raceway**



Road racing the way it's meant to be.

TEXT BY DENISE ALLGAIER

GRAPHICS BY THE AUTHOR AND DENIS DELAP



"SPIKE" ALLGAIER AND SCOTT REGULA TOOK their cars out for the tour at Blackhawk Farms Raceway with a Porsche, BMW, Mustang and an assortment of domestic and imported



iron. It couldn't have been a more beautiful day.

Although the Turn 1 infield normally occupied by a plethora of Coventry Irregulars was woefully sparse, we maneuvered our Triumphs out to the track for a wonderful tour of Blackhawk Farms Raceway.

Other members scattered around various parts of the raceway infield on this perfect weather day were Irv Korey, Dennis DeLap, Murray Bruskin, Thanos

Kourleouros. The event saw the debut of the Joe Alexander's TR4 race car sporting a freshly rebuilt race engine from the Silver Lake Triumph Centre which appeared to be very fast.



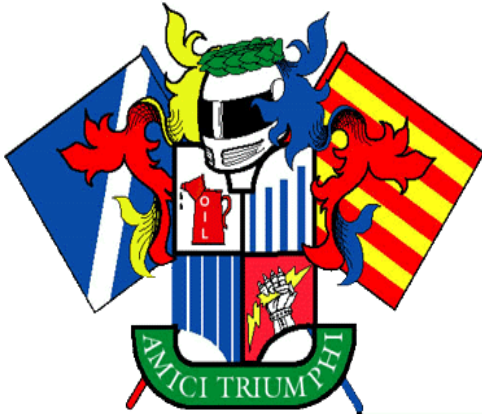
Spike



RECENT EVENTS OF IN "TR" EST

KASTNER CUP

*A(nother) Manufactured Adventure
Text & Graphics by Irv Korey*

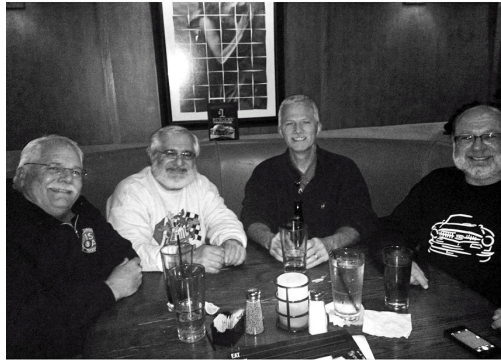


I RACED IN 2 OF THE FIRST 3 KASTNER Cup races (only crashed in one) and have been a spectator at every one since 2008. In 2012, The Kastner Cup race weekend was hosted by Road Atlanta, and a large number of ISOA'ers made the TRip. Last year, the Kastner Cup was at Road America, and an even larger group of ISOA'ers was in attendance. This year, the Kastner Cup was held at Eagles Canyon Raceway in Texas, May 16-18.



Painless and I left on Wednesday afternoon, planning to stay near St. Louis and meet for dinner with 6-Pack friends Kevin Blume and Lee Fox. The former Kas Kastner G37s, purchased by Painless last December from The Man himself, made short work of the drive, and we got there about an hour faster than Kevin predicted. If you ask Painless, he will tell you that he loves that car. He'll probably tell you even if you don't ask.

The Infiniti ate up miles at a prodigious rate, and we arrived at the race track near Decatur, Texas, around 5 PM Thursday, after a stop in Tulsa to have lunch with an old dental school chum of Painless. The Triumph racers were organized and in a giant open air garage. The garage was already humming with activity when we arrived; track sessions were to start early on Friday. We visited with several of the drivers whom I knew, and then drove the 15 miles to out hotel. At the hotel, we ran into Peggy and Kas, and we all ended up going out for dinner together (Painless paid).



The weather cooperated, and we enjoyed 3 excellent days of vintage racing, visiting, and BBQ.

Eagles Canyon Raceway is 2.55 miles long and features several off camber corners along with many elevation changes. There is 1 primary viewing spot, from which a spectator can see about 60% of the track. There was a dinner at the track for the TRIumph people on Thursday night, where they served authentic Texas BBQ. It was excellent. Painless and I



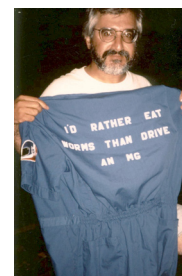
managed to have BBQ each of the next 3 days as well. Thursday night at the track was the best. Friday night, we drove 30+ miles each way for BBQ, primarily because there was a self service car wash nearby. The bug collection on the front of the Infiniti was driving Painless crazy.



The 2014 Kastner Cup recipient was Greg Blake of Austin, Texas, in a TR3. The Kastner Cup race was the first race after lunch on Sunday, and the Kastner Cup was awarded shortly after the race. This gave Painless and me the opportunity to see everything and everyone we wanted to see, and still get a good jump on the drive home. We made it to St Louis that night, and I was home by 1:00 PM Monday.



The 2015 Kastner Cup race will be held at Summit Point Raceway in West Virginia in May of next year. Let me know if you want to go. It's already on my calendar.



Elwood

Mad Dogs & Englishmen



Mad Dogs & Englishmen's British Auto Faire XXIV
Gilmore Auto Museum - Hickory Corners, MI - July 12th and 13th, 2014



White Trash Night
Friday, August 8th



Sunday, Sept. 7th
Harper Community College
Palatine



Car Show
Sun., Sept 21



Sunday, July 27
Club Outing to Ravinia



Sunday, August 4th



Sunday, August 24th
(Register if you want to park with the ISOA Triumphs!)



Sunday, August 17th
Kendall County Fairgrounds

Wed. August 20th
Randhurst Village - Mt. Prospect



Join your Coventry Irregulars brethren and sistern on Wed. Aug. 20 at the Randhurst Village Cruise Night in Mt. Prospect.

The organizers have designated the evening as "ISOA Night," and the event will feature entertainment by ISOA's own Spinal Tappets.

Register for free on-line at: http://events.dailyherald.com/Daily_Herald_Events/cruise-register.html

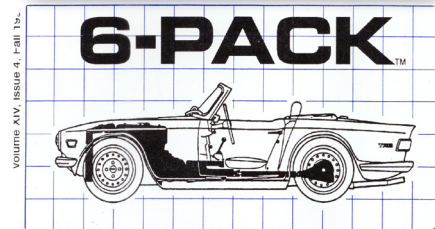


Coventry Irregular Go Kart Challenge V
4:30 Sunday, Dec.7th



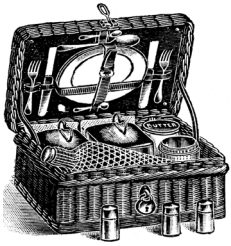
The Roadster Factory

TRF Summer Party 2014
July 24-26



6-Pack TRials
Oct. 9-12, 2014
Oxford, MS

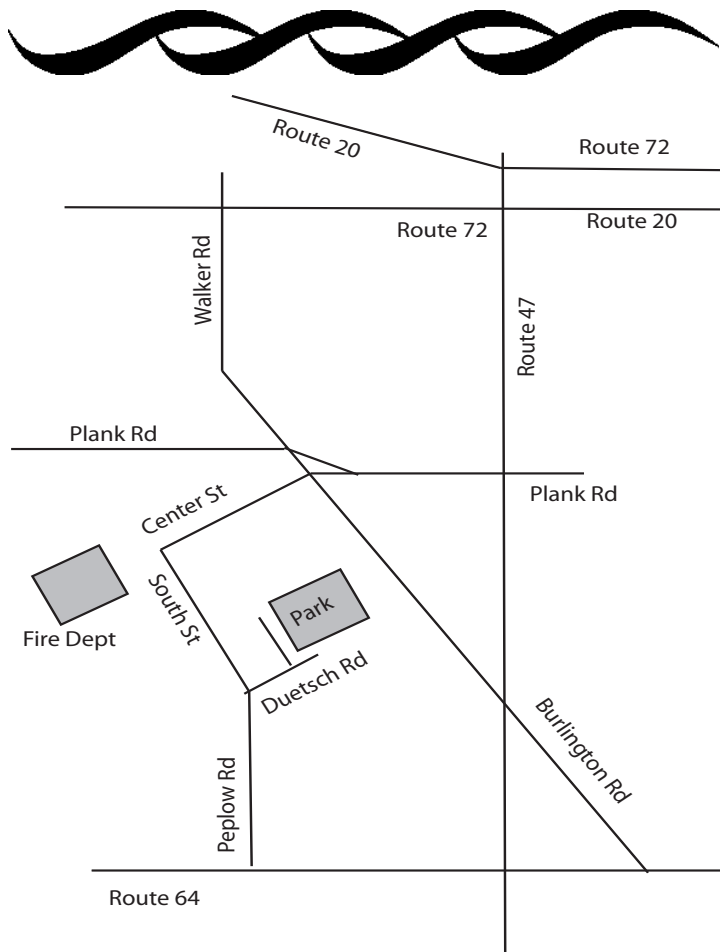
ISOA TURNABOUT DRIVE/PICNIC SATURDAY - JULY 19TH



Back by popular demand after a several year hiatus, is the ISOA Turnabout Picnic. Have you ever wondered what the other models ride and drive like? This is a chance for you to share with ISOA members who are not so fortunate to experience such a fine Triumph as the one you own. Besides, it'll be a nice drive out to the country for a summer picnic.

There are a couple of country back roads that provide little in the way of traffic or stop lights. It has always been fun to compare the finer driving points of the different models. We have even seen members comparing the handling of one type of tire vs another on the cars.

Ahhh, a picnic in a park, with a full covered pavilion and real bathrooms. ISOA will be providing burgers, brats and drinks. All we ask is that you bring a small dish to pass. Three categories for dishes. Appetizer, meal compliment and, of course, dessert. Starting time will be around 11:30 or at the conclusion of the summer drive tour. If you cannot make the tour, then head straight to the park. Where is it? In Burlington, Illinois, at the Burlington Park. See map. Questions? Call 847/683-4184 or email Joe stagfire6573@foxvalley.net. A sign up sheet will be at the July membership meeting.



**2014 VTR
National Convention
Sept. 9-13, 2014
Shelton Vineyards - Dobson, NC**



**Fall Foliage Tour
Sat., Oct. 13**

RECENT EVENTS OF IN "TR" EST



continued from page 2



of primping, some headed off on a fun rally while others chose to attend a tech workshop on fuel systems. Still others headed into Washington Courthouse, a nearby small town, for lunch, before returning to the cabin.

That evening TRA hosted a catered picnic which we all agreed was significantly better than the meal from the previous evening. Afterwards, the annual TRA business meeting was held at the host lodge, and a slate of officers was nominated



with the voting to be done by mail with the nominees listed in the next issue of the TRA magazine. Much to Jay's regret, no actual fights broke out at this year's meeting, thus making it a bit dull compared to previous such gatherings.

On Friday the 13th, the highlight of the day was the car show for judged concours and participants choice. The lodge set up a booth with sandwiches and beverages in the parking lot, and the weather was pleasant, making for a very pleasant venue. Ted Schumacher and John Swauger from the Roadster Factory set up vendors' booths, and a British Transportation museum had a representative there to explain their facility.

The concours was divided into a premier class, which consisted of former "Best of Show" winners and included Jay Holekamp, whose TR4 was judged best in show at the convention in Branson, Missouri, a few years back. The concours field included your humble and obedient scribe, along with a dozen or so other tractor-motored Triumphs. The people's choice had numerous classes



for just not TR 2s, 3s, and 4s, but also 250s, TR6s, TR7s, and Triumph "other" which included Spitfires.

Following the car show, the organizers put on the reverse of an autocross known as "The Idle Threat" - a contest to see how slowly a car could maneuver through a course. There was also a hotel rally around the lodge itself. That evening there was the traditional TRA auction. Over the years, the auctioneers, Bruce Clough and Nino Richards, have developed a



routine which kept most of the those in attendance highly amused. While this year's auction did not provide complementary adult beverages due to county liquor laws, the lighthearted actions of the auctioneers kept the bidders entertained. The big-ticket item this year was a handmade quilt



assembled by several members of the Miami Valley Triumph club which sold for more than \$600. Quite likely, the best bargain of the event went to Jack "Spuds" Billimack, who acquired a much-needed set of SU HS6 carburetors for his TR4A for the ridiculously low bid of \$35. Jack also bought a Bentley manual for under \$10.

The auction lasted until late in the evening, and some of the participants were a bit bleary-eyed when



the Saturday morning brunch run got underway at 9 AM. Following the breakfast run, the organizers hosted a combination poker run/fun rally/tour somehow based on the popular game of Yahtzee. Stops along the way included various local parks, shops, museums, and a winery.

Joe and Rosanne had made arrangements to rent a U-Haul van and a trailer in order to tow the TR4A, so Pat, Steve, Jay, and I drove them to the U-Haul franchise just outside of Columbus. It was a nice day, so we drove top-down for the half an hour or so to the rental facility. On our way back, we stopped at a drive-in for some soft serve ice cream and returned to our cabin to kick back and relax prior to the banquet

On Saturday evening, the conventioners gathered in the banquet room for cocktails followed by a



RECENT EVENTS OF IN "TR" EST

nically prepared buffet dinner [without excessive religious iconography]. After the meal, awards were presented in numerous categories, and the Coventry Irregulars were very well represented on the podium. Kim and Bill received a participants choice award for their Spitfire. Both Steve and Pat were also award winners in the people's choice category, and Jay received a gold certificate for his TR4 in the premier class. Your humble and obedient scribe received a first-place concours award in the TR4 category, as well as the "Best of Show" trophy for the highest point total of any car



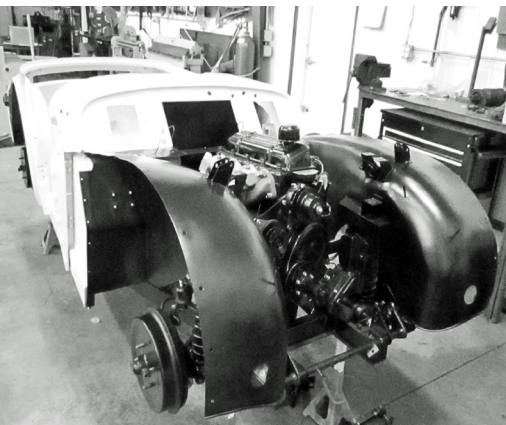
in the concours class. By the end of the evening, everyone was pretty well exhausted, and most headed back to their rooms to bask in their glory or lick their wounds, depending upon how the judges evaluated their cars.



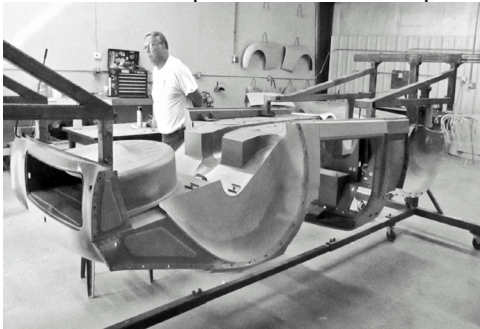
Sunday morning we were up early to pack up for the return trip. The four of us had been invited by Mark Macy, the proprietor of Macy's Garage, to stop by his shop to receive a personally guided tour of the facility conducted by Mark and his wife Tonda. Macy's Garage, which has been written up in national special-interest car magazines, is located in Tipp City, Ohio, just north of Dayton and was along our way home.



The shop is truly a thing of beauty. Mark only restores or repairs TR2s through TR6s, and the waiting



list for a full frame off restoration is over a year. Once anyone views the facility, they'll realize why the wait is so long. There is one entire building dedicated to mechanical work and adjacent buildings for metal fabrication and bodywork. Across from those two shops is a dedicated paint



shop with a state-of-the-art spray booth. If there were any doubts as to Mark's reputation for high quality workmanship, TS1, the first Triumph



sports car, and the one from which all other TRs are descended [Think of Dr. Leakey's "Lucy" from anthropology class], is now at his shop undergoing a full frame off restoration. We were able

to see some of the TS1 body panels that have been finished and in color, and the quality of the workmanship defies description. In addition to Mark and Tonda [who serves as the office manager], there are seven full-time employees who work exclusively on Triumph TR2s-6s, and each is booked up months in advance. All four of us came away from the spotless shop totally impressed with every aspect of the operation.

Although we could've spent much more time with Mark and Tonda, after an hour or so of viewing the shop, we saddled up and headed out for the final leg of our of our return trip. We passed the Billimacks, Jenssens in Felixs on the expressway and headed north on Sunday along I 65 on our way into Illinois. All four trac-



tor-motored cars were able to keep up with the traffic, and the return trip was without incident, except for a broken zipper on the rear window of my convertible top 20 miles from home. We rolled into Snic Braaapp Towers around 5:30 on Father's Day evening, having covered just over 800 miles of trouble-free driving.

Speaking for the entire contingent of Coventry Irregulars, our collective thanks to the Miami Valley Triumph club for hosting a very well-organized and pleasant event. Next year's convention will take place in Maryland and will be hosted by the Mason-Dixon Triumph Club, who will have their hands full trying to match the 2014 convention.

Suds

TWINS: DOUBLE THE TROUBLE? [OR DOUBLE THE FUN?]

PART II

BY DAVE "RUMPUS" KANZLER AND
STEVE YOTT

THERE IS A SAYING IN AVIATION THAT the benefit of a multi-engine airplane is that it gets you to the scene of the accident (yours) faster. I know that the twin engine P-38 WW II fighter was more or less a bust in the European Theater of operations in part because it was too complex for the level of training given to the pilots rushing to the ETO early in the war. That said, our very dear family friend Major Empey (<http://eaavideo.org/video.aspx?v=1561650350>) who flew the P-38 in the later stages of the Pacific Theater loved having that second engine on his long combat missions over the ocean. That is Major Empey in the picture below with his P-38 "The Repulsive Sparrow" with the 12th Fighter Squadron. So I guess the final judgment is that multi-engine airplanes are not so good for inexperienced pilots, but good for experienced, highly-trained pilots flying over shark-infested water.



We charter a sailboat every few years in either the Virgin or San Juan Islands. Until 2007, we always got a mono-hull. That year we invited my wife's sister Karen and her family along and got a 38' twin-hulled catamaran to accommodate the eight of us. The advantage of the "cat's" is that the salon/galley area is well

above the water line and is light, airy, and spacious; but big cats sail like dogs. After the trip some friends asked my wife and me how we liked the catamaran, and I said, "Terrible; it was like a big RV with a sail on it." My wife said, "It was GREAT; it was like a big RV with a sail on it." In 2013, guess which type of boat we chartered? So, for sailboats: twin-hulls are good for wives, single-hulls for husbands.



OK, now back to the car stuff from Steve. The camshaft is necessary as it provides the mechanical linkage to the valves of the engine, which open and close in proper sequence to allow the air/fuel to enter the cylinder, and they also close for the compression stroke and finally open for the exhaust stroke. An engine can be designed to run very effectively on one camshaft as many great engines have since they were first invented. Multiple camshaft engines were designed to improve upon two deficiencies in most single camshaft designs. First, is that the most efficient combustion chamber design is a hemispherical dome using intake and exhaust valves located on opposite sides in a flow-thru configuration and a center mounted spark-plug. This design provides very controllable combustion of the fuel and air in the cylinder with equal pressure being generated across the top of the piston. This is different than the combustion chambers on our Triumphs, which generally intake and exhaust on the same side of the chamber along with the spark plug. Although this is a very common design and still in use today, it is more difficult to control

the combustion pressures generated as the explosion of gases propagates across the top of the piston. To create the valve design in a hemispherical head, it is much easier to have the intake camshaft on one side of the head and the exhaust camshaft on the opposite side with the spark plug mounted in the center. This configuration can be made to work with one camshaft as in the Chrysler Hemi engine of old, but the valve train becomes very complex. Using multiple camshafts can eliminate many parts of the typical valve train, which can save costs and increase efficiency. Four cam engines are a continuation of this concept with engines using more than two valves per cylinder and allow for fairly simple valve train designs for cylinders using 4 or even 5 valves per cylinder.

Exhaust systems... single vs. dual systems: I feel this is mostly a marketing choice and appeals to the masses, as it just looks so cool to have dual pipes exiting the car! In reality, the dual system makes it easier to eject all exhaust gases to the rear of the car in a small area, and a single system needs to be larger in area to eject the same volume of exhaust air. There is a science to the exhaust system, which is used more on performance and race cars called scavenging. This process uses the pulses of exhaust flowing through the system to create a slight vacuum between pulses from each cylinder. This vacuum helps pull the exhaust from the combustion chamber as the exhaust valve opens. This is normally configured in and most effective on a single exhaust system so that the scavenging can be continuous as the engine runs.

There you have it folks. Overall, a bit of a mixed bag on "double the trouble" or "double the fun." We will let you be the judge!

Rumpus



continued from page 1

70° temperatures and cloudless skies. "Wires" also provided each driver with a turn-by-turn route sheet, which included precise directions, and exact odometer settings. (These, of course, were of no use to those drivers depending upon their Triumph odometers for any semblance of accuracy.) The procession headed out passing Silver Springs State Park through the farming communities of Millbrook, Millington, Newark, Serena, and Somonauk along uncongested blacktops before making its first rest stop at the Shabbbbona Lake State Park.



Following a break for a photo op as well as the use of the Pokanoko Restaurant's necessary facility, the caravan proceeded west and north along picturesque two-lane blacktop roads through Paw Paw and Kingsville. Doug even thoughtfully provided for a brief rest stop at which any ISOA train enthusiasts had an opportunity to view some of the Canadian Pacific Railroad's antique tanker cars up close and personal.

The motorcade then continued along the route which Doug had purposely created to

avoid road construction - no small undertaking - before reaching the terminal point at the Blackberry Bar and Grill on route 47 in Lily Lake.

The wait staff at the Blackberry was most efficient, and managed to serve all 41 Coventry Irregulars quickly and smoothly.



As is always the case whenever Doug and Debbie agree to organize a driving event, the details were meticulously planned and communicated, and the countless accolades and "at-a-boys" on the ISOA email chat list that flooded cyberspace following the tour were very well deserved. In this instance in particular, the Triumph

gods chose to smile upon our little band of motoring enthusiasts since none of the cars - not even the Miata - completed the 145 mile tour with no malfunctions. More than one attendee observed that the time spent during the long winter at the various technical clinics proved to be a wise investment, since the entire tour was spent "on the move," and no one had to "Get Out and Get Under" or wait for a flatbed.



This event, the first official driving event of 2014, will hopefully set a precedent for the activities to follow. It established a benchmark that the ensuing tours will be hard-pressed to match in terms of good planning, good weather, good meals, and dependable cars. Our collective gratitude, once again, goes out to Doug and Debbie for providing us with an outstanding kickoff to the ISOA driving season.

Suds



Dear Editurd:



I've just been reading the latest Newsletter to spring from your renowned desk, and came across two references to Jag-U-Ares.

Recently, I sold a Saturn Aura XR which had all the bells and whistles including a sunroof, the two-tone Moroccan leather interior, and a manufacturer's warranty and replaced it with a Jaguar (note the spelling!) XJ6 Vanden Plas, 1984, with 37,000 miles.

This car is beautiful!

So, you can imagine my horror when I read that not only are Jaguar (there's that spelling again) owners not welcome in the Club, but they are associated with some distinctly unpleasant characters who have featured in some recent news items.

I now feel ostracised and can well imagine that as a next step I could even be "sent to Coventry" whence, as you may remember, I come.

On page 5 of the Newsletter, the panel at the bottom of the page regarding membership, evidently written by the Membership Secretary, states quite clearly that ownership of a Triumph is not a prerequisite to joining the Club, but "you can drive whatever you want."

Are you now intending to make an addendum to that all inclusive and admirable sentiment, to specifically exclude Jaguar owners?

I'm sure if I dig deep enough, I'll find something most unconstitutional there.

Since he is the Membership Secretary, I include a copy of this note for Mr. Buja, so that he may be aware of my concern. It is after all, entirely possible that, unlike me, he does not have time to read every word in the Newsletter and has not seen the writing in question.

So, Dear Sir, I look forward to learning your thoughts on the matter.

Sincerely,
Dr. Fine

Greetings Gentle Reader,

Once again, it seems that two people separated by a common language have fallen victim to the dreaded confusion which so repeatedly afflicts the inhabitants of opposite sides of 'The Pond.' ISOA is renowned as an all inclusive organisation, as noticeably evidenced by its allowing your humble and obedient scribe to hold a position of modest influence for lo these many years. In the "Letter to the Editurd" you referenced, it is necessary to "read between the lines" so to speak, and then employ some North American vernacular to construe the wished-for intent. In colonial parlance, the term "Jag" is a double entendre. On one level, it may be used to refer to a classic British automobile popularised by Sir William Lyons and held in high regard by auto enthusiasts, including the Coventry Irregulars of ISOA. However, the term may also be used to describe, as you put it, a distinctively unpleasant character synonymous in UK parlance as a "Wanker." [We suspect it is derived from "ejaculate."] In our feeble effort at humour, we attempted to employ the term as a pun, since the two characters who had written to the Editurd [Messrs Bundy and Sterling] could charitably be described by the latter interpretation of the term "Jag."

Far be it from us to ever suggest that Jaguar owners, yourself included, could ever be categorised by this term; far from it. My very good friend, the late Dave Kayson, owned several such automobiles, including an XJ6, and I can personally testify to its "Grace, Space, Pace."

Please accept our sincere apology for any unintentional affront to you and your fellow Jaguar owners.

Ed.

PS Incidentally, if my long-range plan to liquidate my Triumph collection is ultimately realized, I will happily join the ranks of Jaguar owners should I acquire an F-type - but only after they depreciate to the point where my meagre editor's pension permits the acquisition of a well-used one, and I chance across a buyer with more money than sense. In the meantime, I shall continue to monitor Craig's List for used Chrysler Sebrings.



2014 ISOA BOARD OF DIRECTORS

President Mark Hattenhauer
847/397-3551
boiler1975@juno.com

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

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

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

Events/ Jack Billimack*
VTR Liason 815/459-4721
jbillimack@comcast.net.

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

Motorsports/ Irv Korey*
Six Pack Liason 847/831-2809
emanteno@comcast.net

Sgt. at Arms Roman Hrynewycz*
708/456-4327
rah_63@comcast.net

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

* Past President



June 2014 Meeting Notes by ISOASecretary Bob Streepy



A SOMEWHAT DIMINISHED gathering of Coventry Irregulars convened in the lower level of Mack's Golden Pheasant on June 1 to participate in the monthly

general meeting of the Illinois Sports Owners Association. This smaller than average attendance was due partly to several Coventry Irregulars attending the Champagne British car show held in Bloomington that day and also to game seven of the NHL Western Conference championship hockey game, which unfortunately did not end well for Blackhawk fans. Nevertheless, things got underway as usual at just after seven when President Mark "Painless" Hattenhauer gaveled things to order and began the proceedings by introducing himself, as well as the board of directors.

The first order of business was a general inquiry by President Painless as to whether there were any new members or visitors in attendance. Paul Schneider, the owner of a TR3, was promptly welcomed to the fold. Mark then asked for a report from the newsletter editor who stated that with the plethora of upcoming activities fhe was in need of volunteer cub reporters to chronicle some of the car shows and races scheduled this summer.

The topic of conversation then turned to project updates, and Al Christopher proudly reported that some of the body panels of his TR2 were now coated with British Racing Green paint, clearly a milestone in what is quite likely the longest restoration in ISOA history. Steve Yott described "lighting the candle" on Joe Alexander's TR4 vintage race motor which Steve had rebuilt. Dennis Delap also commented on the apparent good health of the refurbished

engine. Lars Sullivan, whom you may recall said at the last meeting that he would drive his TR3 to the June get together, said that he had started his car, but opted not to drive it due to a somewhat dicey weather forecast that evening. Ed Klitsch commented that he had installed rebuilt shocks and hubs in his TR6 and that the car was now back on the road.

At the request of Kyle Kayson, your humble and obedient scribe inquired as to experiences any of the Triumphistae were willing to share with auto transport companies. Joe Pawlak commented that by allowing the company to determine a pickup date rather than scheduling a specific time, significant discounts could be had.

The discussion then turned to recent events. New member Paul Schneider, who had attended the tuneup clinic, gave the event a hearty two thumbs up and extended kudos to Joel Pawlak and his crew of tech-spurts who spearheaded the session. Your humble and obedient scribe spoke about the Indianapolis Celebration of Automobiles and the inaugural Indy Grand Prix, and President Hattenhauer described his journey to Texas with Irv to attend the Kastner cup vintage races where they spent some time with the event's namesake. Burns Rafferty then described the spring tour organized and led by Doug Larson in very glowing terms. Burns also described the Lisle cruise night which he and several other Coventry Irregulars attended. Finally, Jack Billimack commented on the Champagne British car show held in Bloomington that day (see article on page 6 for further details)

Jack kept control the microphone to then describe some of the events that are upcoming in the next month or so. Among other things he spoke about the TRA national convention, vintage races at Blackhawk farms, trailer races at the Rockford Speedway, the Wisconsin British

Car Field Day, the drive in movie night, Mad Dogs & Englishmen, the summer tour/turnabout picnic jointly organized by Denny Stock and Joe Pawlak, the BlonderHill wine tasting extravaganza in southern Michigan, and the club outing to Ravinia.

Tim Buja then spoke about some issues that several people brought to his attention regarding the club email list and suggested that everyone who posts on the ISOA forum sign their emails. Many readers have reported that they do not know the identity of exactly who is posting to the list.

Filling in for the absent Rosanne Felix, Dolores Danihel organized this month's raffle which was won by Ronnie Moon, who is now in possession of a new socket set, some WD-40, and a set of bungee cords.

The final topic of the evening's discussion was the traditional awarding of the Peter M. Roberts traveling trophy for good works and the Boomer, given each month to someone from the club who has demonstrated a perceptible lack of judgment. There were no Boomer nominations, but there were three nominations for the Peter M. Roberts. The first one went to Joe Pawlak for providing advice and counsel to Denny Stock on some issues relating to his TR6. Your humble and obedient scribe nominated Jay Holekamp- for the temporary use of a TR4 starter and also his assistance in removing my inoperative one and installing the temporary replacement. Ronnie Moon then nominated Steve Yott for traveling from Silver Lake to Schaumburg to help him with a clutch problem on his TR6. In a close vote, Steve was the June Peter M. Roberts award winner

With apologies for any errors or omissions respectfully 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*

•**For Sale:** Set of four fiberglass fenders (wings) for TR6. Photos available on request. Asking \$200 for the set. Scott Ayres [srayres1@yahoo.com] 7/14

•**For Sale:** Project 70% complete. 1962 Triumph TR4 manual transmission. Red in color painted within last 2 yrs. Runs. Many extra parts including: new interior, extra bumpers, grille, tail lights. Too many extras to list. Asking 11k. If interested, I can provide photos.. Kevin McNeal, mcnealrealty@gmail.com 773.447.9685 8/14 - not an ISOA member

•**For Sale:** TR3/4 [early] recored, long-neck, high efficiency radiator. TR4 grill-excellent condition. Bob Streepy 630/263-7565 - trstreep@sbcglobal.net. 8/14

•**For Sale:** TR6 hood (bonnet) and a trunk (boot) lid for sale. Very good condition with a little surface rust. \$235 for the hood, \$125 for the trunk lid. 847-989-4460. Jack@jpgusa.com. 8/14



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

Dan Jungels 7/02
Joan Bruskin 7/05
Rod Buss 7/06
Karin Zink 7/16
Bob Groman 7/17

Steve Bailey 7/19
Joan Delap 7/21
Philip Fox 7/24
Dave Stauffacher 7/26

ISOA Membership Counts
165 memberships - 220 members



Snic Preview

Coming to a sleazy newsstand near you in your August newsletter

- BlonderHill Fest IV
 - Mad Dogs & Englishmen
 - Mid Summer Tour
 - Dr. Fine chronicles his days at Triumph
 - Drive In Movie Night
 - Highland Games Report
 - Rumpus searches for the "Farrah Lady" Part I
- Lots More Stuff**



THIS is basically the car which achieved such a sweeping success in the last Alpine Trial, gaining the Coupe des Alpes and two Glacier Cups. The body has been modified to suit conditions in this country and provides ample accommodation for two people and luggage behind the seats, but under the hood.

This car is an outstanding example of a fast two-seater model mounted on a chassis which has proved itself in the most strenuous of all road trials.

The equipment includes "Triplex" glass, shock absorbers (hand controlled from the dashboard) and 2 spare wheels.

This body is mounted on the Vitesse chassis only.

Price (at works) Triumph "Gloria" Southern Cross 2-seater 1232 c.c. engine (illustrated) - **£275**

An alternative engine size is available, 62 m.m. by 90 m.m. 1,087 c.c. at the same price.

Triumph "Gloria" Six Southern Cross, 2-seater

£335

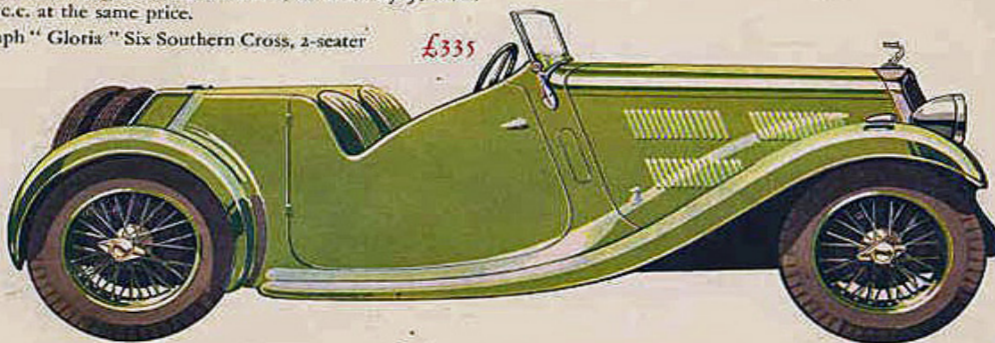
TRIUMPH "Gloria"

SOUTHERN CROSS 2-SEATER

(4-cylinder and 6-cylinder Models)

Free-wheel pre-selection by remote control

(For Chassis specification, 4-cylinder Model see page 20, 6-cylinder Model see page 21)



T H A T I S D I F F E R E N T ★

Keep your screen clean this easy way!

The Lucas Screenjet — the first ever electric motor driven windshield washer, instantly active at the touch of a switch, washing away weather worries, dust, dirt, and soot with the safety and efficiency of a powerful jet of cleaning fluid onto the screen by a powerful pump, giving a uniform performance regardless of driving conditions. It is made of high grade corrosion resisting materials, is easy to install and requires no fittings or engine. Fully automatic operation with automatically controlled spray.

JUST TOUCH THE BUTTON

Complete with switch, cable and hose per motor (12 volt) - 75/-
A reserve set of parts available for motor. This is mounted on a small car chassis and is available for purchase at a special price.

LUCAS ALL-ELECTRIC SCREENJET

JOSEPH LUCAS LTD BIRMINGHAM

insist on LUCAS

GENUINE SPARES FOR GENUINE SATISFACTION

Don't make the mistake of replacing worn Lucas parts with just any spares — for the job properly made in a Lucas genuine replacement part. Its using service parts made by the original Lucas engineering department, its the same that will give you the best performance and maximum life for your car. All Lucas spares during production are subject to the same stringent quality control inspection as the original equipment and any later improvements in design or specification are automatically incorporated — in this way satisfactory performance is guaranteed.

JOSEPH LUCAS LTD BIRMINGHAM 19

All that's best in Britain...

In the quiet villages of Britain men have followed their craft, putting in their skill from father to son, keeping up the beautiful tradition of their work and their country... and today the same tradition of craftsmanship is seen in the products of the Standard Motor Company, representing as they do in every detail of their design all that's best in Britain.

The Triumph Mayflower

Based on the Standard Motor Company's 1930 1200 cc. 4 cylinder engine, the Mayflower is a car of the future, built to last. It is a car of the future, built to last. It is a car of the future, built to last.

TRIUMPH CARS - STANDARD CARS - STANDARD COMMERCIAL VEHICLES - PERCIVAL TRACTORS

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*

Brappa

THE REAR VIEW MIRROR

JULY 2014



L-R JAY HOLEKAMP [TR4], BARB & JACK BILLIMACK [TR4A], BILL & KIM JENSEN [SPITFIRE 1500], JOE & ROSEANN FELIX [TR4A], BOB STREEPY'S TR4, PAT LOBDELL [TR4], STEVE YOTT [TR4A] AT 2014 TRA NATIONAL CONVENTION IN OHIO