



Snic Braaapp

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Newsletter of the

Illinois Sports Owners Association

DEDICATED TO THE ENJOYMENT AND PRESERVATION
OF TRIUMPH SPORTSCARS

CHICAGOLAND'S OLDEST AND MOST ACTIVE TRIUMPH ENTHUSIASTS CLUB
- NOW IN OUR FORTY-SIXTH YEAR -

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER, TRIUMPH
REGISTER OF AMERICA, AND SIX PACK

SUMMER TOUR & TURNABOUT PICNIC

TEXT BY BOB STREEPY

GRAPHICS BY DENISE ALLGAIER. AND BOB STREEPY



ON SATURDAY, JULY 19 A CONVOY OF COVENTRY IRREGULARS participated in a combination tour/picnic coordinated through the joint efforts of Denny Stock and Joe Pawlak. In preparation for the event, the organizers saw fit to arrange for absolutely spectacular weather for a driving/outdoor dining activity, and for which, those who took part were eternally grateful.

Things got underway in De Kalb around 8 AM as the group convened at Flippin' Eggs Restaurant for breakfast. The food and the service were both excellent, and the parking lot full of Triumphs attracted a fair share of onlookers. About nine, Denny called for

a driver's meeting and distributed meticulously detailed route sheets which included precise turn by turn directions for the tour. The route was painstakingly well-planned as evidenced by the fact that no one,



aside from the tour leader, got lost along the way. The 20 or so triumphs (mostly TR6s and Spitfires) headed south from the restaurant on Highway 23 to begin their 100+ mile, three hour tour. Meanwhile Joel and his crew of chefs passed on the tour to return to the municipal park in Burlington to begin preparations for the post prom picnic.

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INSIDE YOUR AUGUST SNIC BRAAAPP

- *Dr. Fine Chronicles his Days at Triumph*
- *Rumpus Searches for the 'Farah Lady' Part I*
- *Drive-In Movie Nite*
- *Highland Games*

Lots More Stuff



DRIVE IN MOVIE NIGHT

TEXT AND GRAPHICS BY BOB STREEPY

ONE OF THE ILLINOIS SPORTS Owners Association longest running and most-hallowed traditions is the annual summer drive in movie night, a club activity dating back several decades. This year, in an effort to accommodate those whose work schedules tend to make a Friday evening outing somewhat problematic, events chair Jack "Spuds" Billimack opted to move the movie night from its traditional Friday to Saturday in hopes of attracting a larger crowd. Unfortunately, the cinematic fare provided at the iconic Cascade Drive-in - the site



for the event - seemed to hold little charm for the Coventry Irregulars. While "Transformers: Age of Extinction" established itself as number one at the box office on its opening weekend and the accompanying feature - "22 Jump Street" came in at number two, most of the Triumphistae stayed

away from these films in droves. Nonetheless, a half a dozen couples gathered at nearby Augustino's Rock and Roll deli for sandwiches or salads around 6:30 on the evening of Saturday, June 28. The parking



lot showcased two Spitfires, a TR7, a TR4 and two TR6s and attracted numerous onlookers as the owners dined and socialized

inside the restaurant which is festooned with classic rock memorabilia although curiously, the ephemera includes no Spinal Tappets mementos.

Following a relaxing meal, the convoy of Triumphs led by Kim and Judy Casper followed by Joe and Kathy Pawlak, Dave & Mari Gurnik, Burns and Diane Rafferty, Karsten Kell and daughter Emily, proceeded to the venerable Cascade. The Browns, Billimacks,

Gleasons, and Streepys opted to pass on the cinema based on alleged prior commitments - or so they said.

The ISOA cinema buffs were not alone at the drive in and reported that parking spaces were at a premium. While the moviegoers relaxed in lawn chairs to await sundown, many of the patrons of the arts in attendance admired the collection of Triumphs on display.



While the event failed to attract the number of club members who traditionally turn out for a night under the stars in this most nostalgic environment, hope springs eternal that next year, a larger numbers of club members will turn out. Hopefully, on the evening designated for this event next summer, a film title with a bit more appeal for our club demographic - such as "Blazing Saddles" coupled with a feature starring Adam Sandler might appear on the marquee.





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.



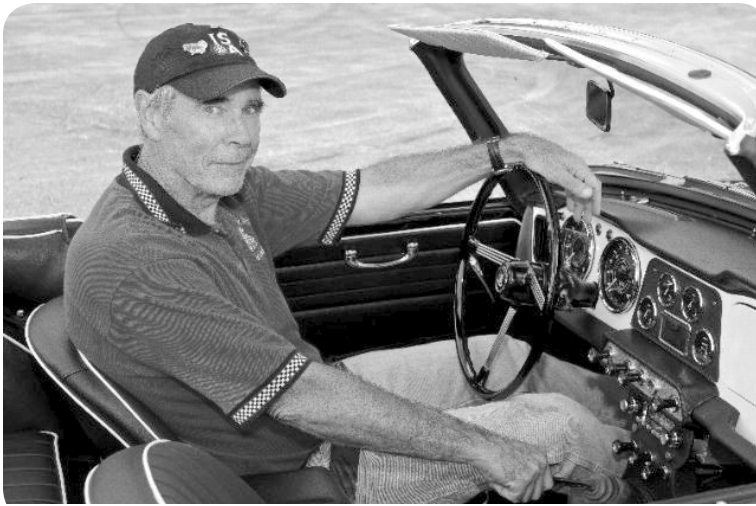
ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
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
	20	Sat.		Meadowdale Memories - Carpentersville
	21	Sun.		Cantigny Car Show - Wheaton
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]
Jan.	4	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	24	Sat.	6:00 PM	Big Bash - Moretti's, Bartlett

* No Monthly Meeting in Sept.

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

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



A LITTLE BS FROM BS

NEWS AND VIEWS FROM
THE BUSTED KNUCKLE GARAGE

The following parts of speech originally appeared in this fishwrap in the summer of 2008. Little has happened since then to prompt me to reconsider my observation..

BY SNIC BRAAAP EDITOR BOB STREEPY

I RECENTLY FOUND MYSELF IN THE most enviable situation of having an unencumbered afternoon all to myself. The Head Proofreader was visiting a friend in the hospital, I had uploaded the most recent PDF file of this birdcage liner, the yard and house were presentable, at least by my standards, the cars were washed, and most importantly, neither of my Triumphs was in need of any immediate attention – in short, a most pleasant state of affairs. To complete the scenario, the weather was simply perfect – mid 70s with clear skies. I decided to take advantage of the great weather and go for a walk to before going taking my TR4 for a joy ride.

I proceeded along a route I frequently stroll, and as my mind wandered, I was reminded of a recent column by VTR Magazine editor Mike Cook. He had written about seeing people driving convertibles with their tops up [hoods erected in UK parlance] in nice weather. My observations confirmed those of Mike; here was one of the nicest days

in recorded history, yet more than half of the drop tops I saw had their roofs snugly fastened, and most of those had the windows rolled up while the drivers were hermetically sealed away from the elements. In fact, the singular exception appeared to be a few drivers who held a bit of rolled, burning brown weed encased in paper dangling from their from their lips. In addition, of the sunroof-equipped cars I observed, only a fraction had the roof open.

“Jeezuz!” I thought to myself, “Why in the hell buy an open air vehicle if you’re not going to take advantage of its primary asset?” The air was not polluted, the risk of being car jacked in this neighborhood was modest, there was not a cloud in the sky, and even if a shower were to materialize, new cars, unlike our beloved Triumphs, need only the push of a button and a few seconds in order to become watertight. [Can you imagine what the result would have been if Triumph had tried to design a power top? Think of the headlights on a Wedge, and take it from there, but that’s a topic for another column.] What possible rationale might someone have for not enjoying open-air motoring under these conditions? Perhaps, I wondered, the car was owned in joint tenancy, and the decision to buy a convertible had been made primarily for the benefit of the co-owner not presently driving. Or maybe the driver was just returning from a visit to the barber/hairdresser and didn’t want to mess up an expensive new coiffure. Possibly, the driver had a large quantity of contraband substance in the back seat and did not want to attract the attention of prying eyes from the local constabulary, or maybe there were some

valuable documents on the front seat that the driver feared might blow away when exposed to open air. Maybe the driver was follically challenged, had lost his cap, and was trying to avoid sun burning the epidermis on his exposed cranium. Perhaps, the driver had just downloaded the latest Spinal Tappets CD and did not want any wind noise to interfere with enjoying the pure tonal quality of the world’s greatest garage band.

I suppose there may have been other possible rationales for not lowering the tops, but the one that struck me as most plausible was that we now live in an age of disconnect. Watch young people on campus walk to class; they are, by and large, hooked to their I-Pods like kidney patients on dialysis. Or, they are yakking or texting on their cell phones, while completely oblivious to the living, breathing human beings surrounding them. [In some cases they are doing all simultaneously.] At the risk of sounding like the old fogey that I am, this was yet another example of how modern technology has further insulated us from the very idyllic elements that we seem to be searching for by isolating us from one another. Thoreau sought a spiritual isolation from the hustle/and bustle of the 1840s on Walden Pond, while many contemporary denizens of the 21st century seek such solitude through an MP3 player.

At least there are still a few of us who find a sense of spiritual nirvana behind the wheel of an archaic British contrivance, most of which are, thankfully, not equipped with Bluetooth or USB interfaces. Our pleasure comes from a manually operating a transmission, rolling our windows [if so equipped] up and down, and enjoying some fresh unreconditioned air on a gorgeous day. I would continue this rant further, but today is another nice day and I’m going for a ride - top down, no sidecurtains, and no radio.

Suds



ON THE MARQUE

BY ISOA PRESIDENT

MARK "PAINLESS" HATTENHAUER

WITH JULY BEHIND US AND summer speeding ahead, you aren't driving your Triumph? What the hell are you waiting for? Top down driving weather, local festivals and White Trash Night are in our high beams...that's what I'm talking about. This month has too

many great holidays to ignore in my column this month (some of this may look vaguely familiar, can you plagiarize yourself?). August is National Golf month (works for me). This is also Eat Dessert First Month. This is Smile Month and celebrate Motor Sports Awareness Month (I'm picturing bugs on our teeth here). Let's get down to all the holidays we need to TRY and celebrate.

- August 1st - International Beer Day. Beer drinking, uniting the world through beer!
- 2nd - International Hangover Day (always the day after International Beer Day). Try a little mustard to cure that hangover. This is National

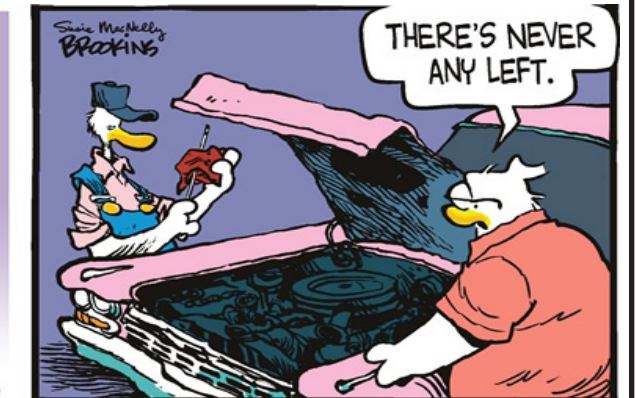
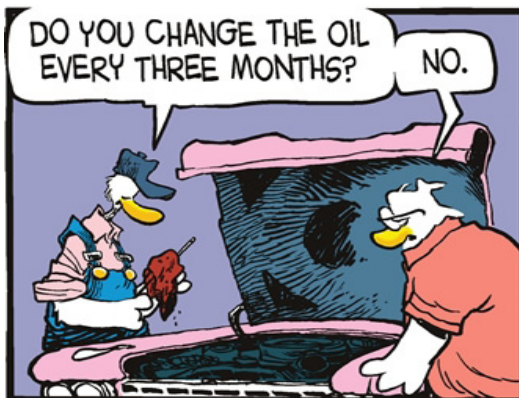
- Mustard Day (the king of the condiments).
- 3rd - International Forgiveness Day. Did anyone tell the people in the Middle East?
- 5th - National Underwear Day and National Oyster Day. Take a walk in your skivvies...please keep your oysters inside your boxers.
- 6th - National Fresh Breath Day and Wiggle Your Toes Day. Please keep your toes out of your mouth or you will be celebrating Hoof and Mouth Disease Day.
- 8th - Happiness Happens Day and White TRash Night! Clap along if you feel happiness is the TRuth...
- 9th - Kool-Aid Day. Who remembers fizzies?
- 10th - Rocky Colavito was born on this day in 1933? Who knows who Rocky Colavito was?
- 11th - Presidential Joke Day. Enough said...funny how?
- 12th - Vinyl Record Day. Play your favorite album today.
- 13th - Left Handers' Day. Right handed people use the left side of the brain. Left handed people use the right side. Therefore only left handed people are in their right mind. "Everyone is born right-handed, only the greatest overcome it." Many are called few are chosen. this is also Blame Someone Else Day. Enough said there, it's not my fault.
- 15th - Best Friends Day. Who's your BFF?
- 16th - National Tell a Joke Day. So as not to offend anyone this holiday

- has been cancelled.
- 19th - National Aviation Day and honors the Wright Brothers. Orville would be 143 today.
- 20th - ISOA Cruise Night at Randhurst featuring Spinal Tappets.
- 21st - Spumoni Day. You don't have to Italian to like this ice cream.
- 22nd - also National Tooth Fairy Day...not that it's wrong.
- 24th - Pluto Demoted Day. Pluto was removed from its planetary status on this day in 2006 by the International Astronomical Union. Evidently size does matter.
- 25th - Kiss and Makeup Day. Again I say has anyone told them about this in the Middle East?
- 26th - Toilet Paper Day. According to the Toilet Paper Encyclopedia, 49% of people choose toilet paper as their number one necessity if stranded on a deserted island.
- 2•8th - every month is Gone-ta-pott Day...better take some toilet paper with you.
- 30th - Bacon Day. Everything tastes better with bacon.
- 31st - Love Litigating Lawyers Day...hug a lawyer today.

I hope everyone is enjoying summer. Remember you paid for it last winter, so soak it all in while the sun is still shining.

.Painless Presidente - Man of the People.

Painless



READER CON "TR" IBUTIONS



SEARCHING FOR "FARRAH LADY"

PART ONE

BY DAVE "RUMPUS:" KANZLER



I WENT TO HIGH SCHOOL IN BLOOMINGTON, IL current home of the Champaign British Car Show and famous for the Bloomington Gold Corvette show, which is now held in Champaign (confused? Yes, so am I). Bloomington is large enough that not everybody knows everyone else's business, but yet small enough, that like Modesto, California, word gets around in the world of teenage boys if has to do with good looking females and cool cars. I specifically mention Modesto because it is most famous as the setting for George Lucas's first movie hit, "American Graffiti" set in the early 1960's. (Google: George Lucas visits Modesto for American Graffiti Parade.)



Late 1970's Bloomington was a lot like early 1960's Modesto: Full of teenage boys driving around town in cool cars and beaters, looking for girls, beer, trouble, or all three. A plot line in "American Graffiti" is that of the beautiful blond woman in the white 1956 Thunderbird. She is spoken of with reverence. Is she real or just a legend like Big Foot (or more appropriately a mermaid or unicorn?) In the movie, the character Curt catches a glimpse of this mystery woman (played by Suzanne Somers of future Thigh Master fame) who mouths "I love you" and Curt spends the rest of the movie trying to find her. We also had a mystery blond woman in a cool car. I can't remember when I first heard about her, but I remember somebody saying that Farrah Fawcett, or her twin sister, had been spotted driving a driving a Pontiac LeMan's convertible around town. Among the teenage boys of Bloomington, she became known as "Farrah Lady" and a legend was born.



For those of you who have inadvertently inhaled too much carburetor cleaner in your day, let remind you of Farrah Fawcett, she of the red swimsuit poster and Charlie's Angels fame. I doubt any female, not Brittany Spears, not Kate Upton, not Miley Cyrus has had a bigger impact on teenage boys than did Farrah Fawcett in the late 1970's. As for women of that era, I'm sure that her feathered hair style launched more hair cuts than even Jennifer Anniston's "Rachel" cut of the 1990's. She was bigger than them all. To claim that

you saw a Farrah look-alike driving a cool Lemans convertible in Bloomington in 1978 was a bold statement. I wrote off sightings of her to urban legend, or the consumption of too much of a certain substance now legal in Colorado.

That is, until the day that I saw her too. I was driving my rusty TR6, and I wasn't high on pot or carburetor cleaner, and there she was, clear as day. She did not mouth the words, "I love you" to me but I could have sworn I heard Jimmy Hendrix signing Foxy Lady way before that scene In *Wayne's World* when the Garth sees the beautiful blonde woman in the donut shop. I told my friends and they didn't believe me either, until they spotted her as well because by a quirk of fate, I knew where she worked. My senior year in high school I was the only boy in Foods class. I took it the class because a) all the cute girls where in it, and b) I got to have all the cookies, cakes, and treats I could eat. I don't remember how exactly it happened but the topic of Farrah Lady came up, and Julia, a high school classmate, mentioned that she worked at Anderson's women's store in the Eastland Mall with a pretty woman who drove a yellow LeMans convertible. For the record, we never stalked Farrah Lady, but I can't exactly say that we avoided the Eastland Mall's parking lot either.

Like magical dragons, Farrah Lady legends live forever, but not so teenage boys. In the fall of 1978 we all went off to college, or to the Firestone factory, and Farrah Lady faded in our collective consciousness. That is until our 35th high school reunion, when the Legend returned....

In Part Two, Dave goes "Searching for Farah Lady"

Rumpus



SCOTTISH HIGHLAND GAMES CAR SHOW
TEXT & GRAPHICS BY LARS SULLIVAN



THE SCOTTISH FESTIVAL AND Highland Games were held in Itasca, IL on June 20-21. Of interest to ISOA was the British Car Show which was held on Saturday (9am - 3 pm). Although the weather forecast for Saturday was bleak earlier in the week, it improved as the weekend approached and Saturday was actually a fairly nice day.

The British Car Show was only a small part of the festivities. The festival is held in a relatively open area between Thorndale and Devon Roads and just east of I-53. Areas were set aside for soccer/rugby, heavy athletics, amateur dog "trials", dancing, genealogy, whisky (without an "e") tasting, a food court and, of course, bagpipes/drums. Unfortunately for some, the latter was just across from the car show. The mind-numbing drone of the bagpipes was relieved only by the periodic flight departures from O'Hare which passed directly over the venue.

The car show is free to enter, however there is a \$20 fee to enjoy the rest of the sights. The cars started to arrive a little before the 9 am start time and continued to dribble in over the next hour. A total of 19 cars participated in the People's Choice competition. One car showed up after the ballots had been collected (a black 1962 Jaguar Mark 10 - it could have been a contender). The field was a mix of old and new, "new" being arbitrarily assigned to those less than 25 years old. Among the oldest of the old, were a 1948 Hillman Minx (one of only 15 remaining



of the 75 imported to the US), a 1954 MG TF, the ubiquitous ewebisquikus ever-present 1957 Aston Martin DB Mark III owned and operated by our own Peter Conover, a 1957 TR3 making its car show debut in BRG/tan, a 1960 Austin Healey Sprite and a 1965 Austin Healey 3000. Middle age was occupied by a couple of MGBs (1970 and 1980). Finally, the newer cars were an alphabet soup of Jaguars, a few Mini Coopers, an apparently new Range Rover (who probably only entered the show to

avoid the festival parking lot) and a 1998 Westfield (followed the Lotus 7).

There was a continuous stream of people walking past the single row of cars, including Roy Congrove and family who were passing through from Iowa. Peter inspired a crowd soon after his arrival as he demonstrated how to change a flat on an Aston Martin. The ballot boxes were collected just before noon and, with only two ISOA members present, the likelihood of stuffing was greatly diminished. After an earlier recon, Peter and I wandered back to the food court for a lunch of Scottish egg (Peter) and Scottish Meat Pie (myself), washed down by a pint of Twisted Thistle IPA (each).

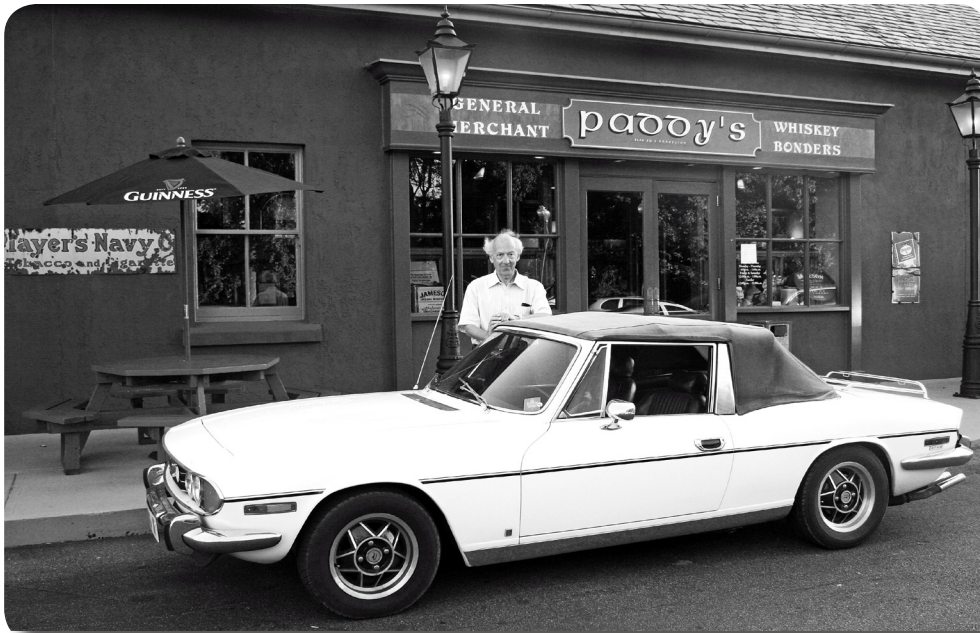
Then it was time to see what the Whisky Tent was all about (6 tastes and a souvenir glass for \$15), watch the house dog trials (two teams of dogs/owners on an obstacle course) and the Caber Toss. Soon after, I returned to the car show area to pack up and left around 2 pm. But not before learning the results of the vote counting.

- 1st Place - 1948 Hillman Minx
- 2nd Place - 1957 Aston Martin
- 3rd Place - a tie between the 1980 MGB and the 1957 TR3

Geyser

SNIC BRAAAPP® is the monthly newsletter of the Illinois Sports Owners Association, an organization dedicated to the preservation and enjoyment of Triumph Sports Cars. Pictures, descriptions or accounts from this publication may not be reproduced without written permission. Member submissions are welcome, but the editor reserves the right to modify content to fit the space available. Contributions received after the 10th of the month will probably appear in the following issue, if at all. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the author's and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. Questions, comments, concerns, or great thoughts should be directed to:

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LIFE AT TRIUMPH
TEXT AND GRAPHIC BY
CHRIS & GRIZ HOLBROOK

FOR US, THIS IS SOMETHING OF A FAMILY thing, as my Father was at the Standard Motor Company and Standard Triumph all his working life, and that was where he met my Mother.

I joined Standard-Triumph, straight from school as a Student Apprentice, and the company was certainly very good to me. We were paid a salary, we worked in just about all the departments of the company including the assembly lines, which gave us valuable experience of how everything worked, and we were sent to college as well, still getting our salaries. Mind you, no slacking off at college was allowed, and good marks were expected.

A personal drawback from my perspective was that no matter what I did in anywhere in the factory, my Father always knew about it - he was very well known. Most of the time the report back was good, but on occasion it was not quite up to snuff, and then Father was not impressed since he felt it reflected on him, at least to an extent. More to the point, his secretary who had been with him since time immemorial, was not impressed either!

At the end of the apprenticeship period we were all offered a job, very few were not, and my first posting was in the Sales and Service Training Centre, moving on from there to Export Sales,

and finally to London and the British Leyland Overseas Division.

Looking back though, the way things were then is light years away from how things are now.

Imagine a very large open office, with row upon row of desks all facing in the same direction, but set out in blocks of various sizes. At the head of each block was the slightly larger desk of the Section Supervisor, facing in the opposite direction and overlooking the desks of those working for him. There were some lady supervisors as well, though not so many. Some of those women were real terrors too.

This was more or less the layout of all the major office functions in the company, Supply Dept., Home Sales Dept., Export Sales Dept., Production Control Dept., Accounting Dept., etc. In many cases the work was repetitive, lots of forms, schedules, vehicle specification sheets, etc, to fill in and maintain up to date. It was totally and completely manual. Almost each one of these supervisors seemed to believe that his section was the most vital in the company, and if his section were to commit an error, the whole place would grind to a halt. I found that hard to believe of course, but that was the way it was.

It was rather boring in these offices, and sometimes I managed to get away for a while to watch the cars being built in the New Assembly Hall. This major investment was made following the sale of the Banner Lane Factory,

where Ferguson Tractors were built, to Massey Harris.

The new plant was ultra modern at the time, and the first car to be built there was the Triumph Herald. Eventually, just about the whole range of cars was built on various lines in the new plant, each line basically sorted by car family.

Working on engine assembly, gearbox assembly, axle assembly, was a totally different deal from the office work. These things had life. They started as a load of components, and ended up driving the car along. It was way more fun than life in the offices.

While I could say that what I learned there turned out to be very useful in later life, in fact that was only partially true. Putting these things together on the line was pretty straightforward, whereas dealing with them years later, once they needed repair, was a totally different operation.

However, during my student days, there were some really good jobs I got involved with. One example was the European trips organized for the USA customers who chose to pick up their cars in UK, drive them around Europe on a Triumph organised and supported road trip, and then drop them off for shipment to USA. The clever bit was that the cars then had a couple of weeks of mileage on them so were imported as used cars, with a much lower duty.

At first, these customers picked up the cars when they landed in London, but the 50 mile drive to Dover on the wrong side of the road, with the steering wheel on the wrong side of the car, a gear lever, and one pedal too many, did not prove very successful. Many of these good folks had come from California, and that's a lot of jet lag to deal with for the drive to Dover. The solution was to deliver the cars in Dover the next morning.

The next trick was to give driving lessons on how to synchronise use of the third pedal and the gearlever! Imagine about 30 TRs driving around Dover and Folkestone in a rather jerky fashion for a couple of days. The locals thought it was quite a show. Some of these customers were in their late 60's or early 70's, but they were game for anything - great people.



Once into Belgium, the famous Jabekke Highway, where Ken Richardson had clocked 126mph in a TR2 in 1953, was soon spotted. Everyone then tore off along this highway, and to hell with the engine running in period. Triumph sent a Vanguard Estate car full of parts and a couple of Service Engineers to accompany these cars around Europe, but thankfully they were rarely needed.

Unfortunately, as a humble student, my role was limited to the driving lessons, and I did not go on the trips around Europe.

I was also very lucky to have some time at Jaguar and Rover.

A very nice benefit all employees had was the purchase of cars from the factory fleet once they had finished their service life, generally at about 18,000 miles. These cars would be from the general fleet, which were used by employees for going from one plant to another, or on any other business trip, from the Press and Demonstration Fleet, from the Management cars, and certain cars from the Engineering Fleet. The system was to put your name down with the Sales Dept for whichever type of car you wanted, and when you came to the top of the list, the next car that came along of the type requested was offered to you.

In this way, I bought one of the prototype Vitesse 2 Litre Mk I cars, a Vitesse Mk II Convertible, and most importantly, one of the TR5 PI Prototype cars, and finally a TR6 PI. The fact that my Father was Transport Manager responsible for all these cars, as well as the fleet of trucks, was a distinct advantage in knowing which car to go for.

A major boost to the fortunes of Triumph was unquestionably the successes of the Competition Department run by Ken Richardson. This team did extremely well in European Rallies, the Monte Carlo Rallye being perhaps the most famous, and in racing, with notable successes at le Mans, and you cannot get much better than that. First the TRS and then the Spitfires did remarkably well, and there was also a GT6 in the works with some 175hp and 160mph performance, but by then financial problems and budget cuts were having an effect, and these marked the end of the real racing and rallying.

Like most manufacturing companies, Standard-Triumph was not without its labour relations problems and strikes, especially at the Speke Factory near Liverpool. The management of this plant was somewhat weak, which caused further labour relations problems. Liverpool had been a pocket of high unemployment ever since World War II, and government incentives were built to encourage manufacturing industry to the area, particularly the motor industry, with the idea of making Liverpool into Britain's Detroit. Ford and Vauxhall (GM) also had plants there, but they were more successful than the Triumph plant.

When we came to USA in 1984, I had been away from Triumph for about 15 years, but in December 1988 we bought the Stag Mk II which we have owned ever since. We started going to various shows and events, most notably the Roadster Factory Summer Party, and the amazing enthusiasm for Triumph impressed me very much indeed, and still does to this day. This was so infectious that our elder son, Tim, bought a TR6, and our younger son, Mark, bought a GT6+ convertible (Spitfire back end on the GT6+ chassis), and these cars are still in the family.

Many people have written many books and articles on Triumph, the cars, the people, and the personalities. All of these have been researched and written with particular slants to match their chosen subject matter, and I have no intention of attempting anything similar. These few paragraphs are put together simply as a short commentary on working there, and I must say I very much enjoyed that period in my life.

A viewpoint from another angle now follows, written by my better half, sparks from a different coil if you like, which could be titled "Life with Triumphs":

As a tolerant wife of 40 years standing, and at times anxious co-driver, and an oft maligned navigator, I must add that even before we clocked up 40 years together, I was cajoled into buying a Triumph Herald 13/60 Convertible before we got married in 1974! Furthermore, my father was talked into buying a Triumph Dolomite....what loyalty to the marque.

Tolerant? Yes. I would find a rusty car part in the freezer, a strange shape in the stove, even paint spray dust on the floor leaving a ring around our dog's food bowls.

Anxious? Yes. Having observed multiple pieces on the garage floor, and on being asked to depress a pedal, hardly recognising the seemingly totally dismantled interior of the car, I was, during that first hour of a some eight hour drive, on edge. What's that smell? What's that noise?

Maligned? How can I give a change of direction or exact location, when I have a GPS on the dashboard, a Rand McNally Road Atlas precariously perched on my lap, and printed sheets of Google Maps flapping in the door pocket?!

Much as I was surrounded with "car talk" around the kitchen table (yes, the boys chimed in as well), we have seen many corners of this country and made some great friends thanks to Chris's love for his Stag. During these retirement years, Chris's hours faffing about out in the garage have been marriage saving.... oh, and I omitted to tell you that we drove off on our honeymoon to London in a saffron TR6!

We apologise for the lack of pictures of the factory, which are very hard to find now, but here are some interesting videos to watch:

This is Triumph - Design and Build:
http://www.youtube.com/watch?v=OanO_XEuH8c

New Assembly Hall, Canley - http://www.youtube.com/watch?v=f-b_HzLbzJc

Triumph Racing - <http://www.youtube.com/watch?v=p2qrOg8COx8>

Alpine Rally 1959 - <http://www.youtube.com/watch?v=nxHh5rgKEDM>

Spitfires at le Mans 1965 - <http://www.youtube.com/watch?v=PpqpDRqcFCo>

TRS at le Mans 1961 - <http://www.youtube.com/watch?v=VGfQOLFHgYE>

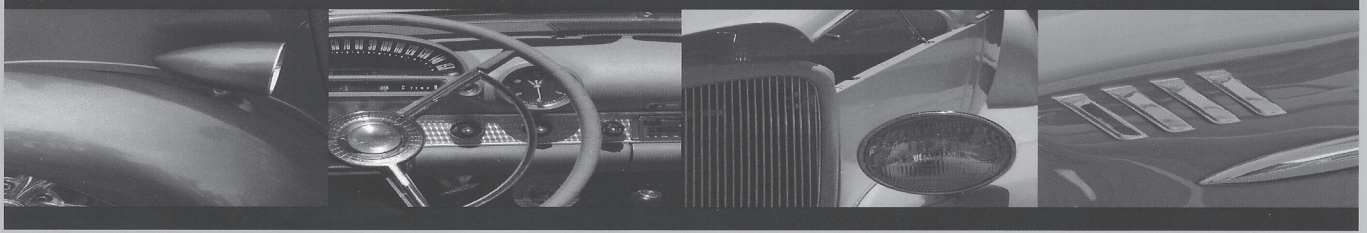
Chris and Griz Holbrock
January 2014



ISOA & The Daily Herald Present



Located at the intersection of Rand Rd and Elmhurst Rd in Mount Prospect, IL | 847-259-0500 | RandhurstVillage.com



Cruise Night

Wed. August 20th, 6-8:00 PM
Randhurst Village - Mt. Prospect

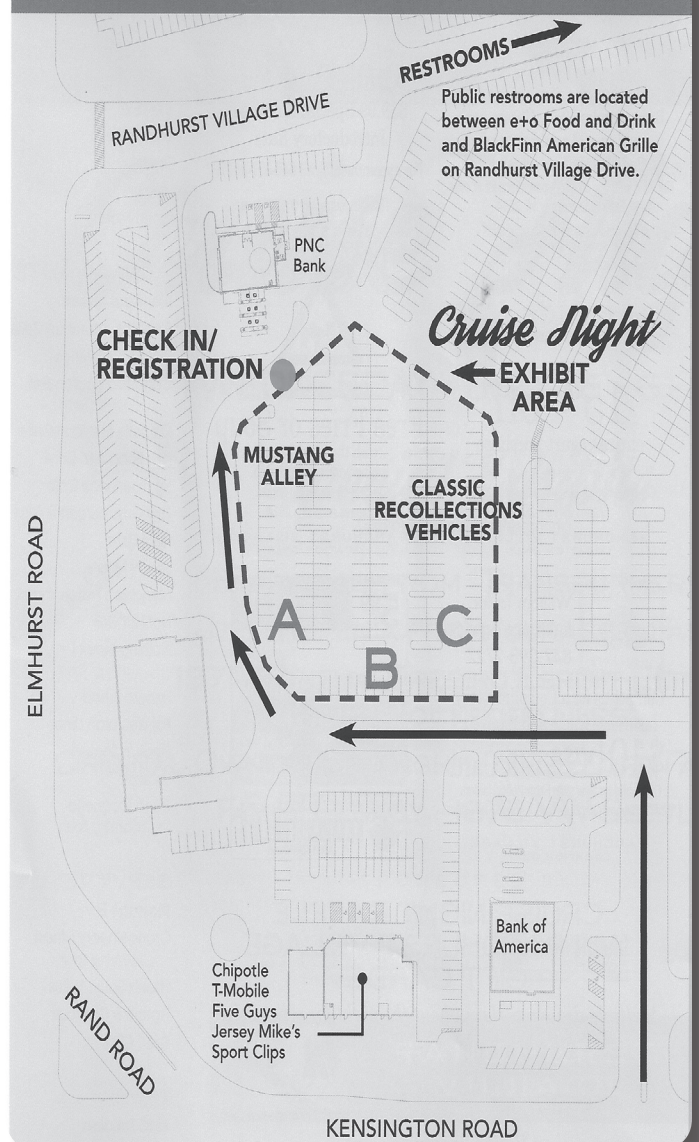


Join your Coventry Irregulars brethren and sistern on Wed. Aug. 20 at the Randhurst Village Cruise Night in Mt. Prospect sponsored by The Daily Herald. The Herald has agreed to designate the evening as "ISOA Night," and they would like our Triumph display to include as many examples of Triumphs as possible.

Our Triumphs will be chronologically on display in a special area set aside just for us so that spectators can take a "walk through Triumph History" as they view our cars. If at all possible, we would like members to please make every effort to participate. There will be considerable coverage in the Herald, and we want to use the event to promote our club as well as the 2015 VTR convention. In addition to our cars, there will be entertainment by ISOA's own house band, the Spinal Tappets, so it should make for a great evening for everyone involved. The event is free, but pre-registration is strongly encouraged. You may quickly sign up on-line at:

http://events.dailyherald.com/Daily_Herald_Events/cruise-register.html

CAR SHOW LOCATION

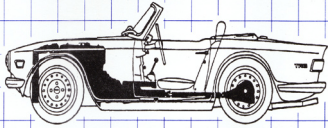




British Car Annual Festival

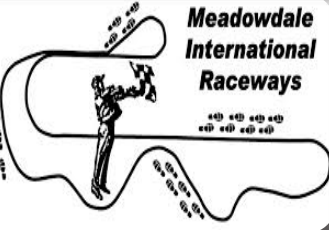
Sunday, Sept. 8th
Harper College, Palatine

6-PACK™



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

Meadowdale International Raceways



6th Annual
Meadowdale Motorsports & Memories
Saturday, September 20
Car Show - 10:00 - 3:00



KIM & JUDY KASPER'S ANNUAL ISOA FALL COLOR TOUR
Sat. Oct. 13

QUAD CITY BRITISH AUTO CLUB



Heartland British Auto Fest
Saturday Aug 2, 2014 - Le Claire IA
qcbac.home.mchsi.com

CANTIONY

Car Show - Sun. Sept 21

VINTAGE TRANSPORT EXTRAVAGANZA
ILLINOIS RAILWAY MUSEUM



Sunday, August 4th

GENEVA CONCOURS d'Elegance

Sunday, August 24th



White Trash Night
Friday, August 8th



Sunday, August 18th
Kendall County Fairgrounds

2014 VTR National Convention

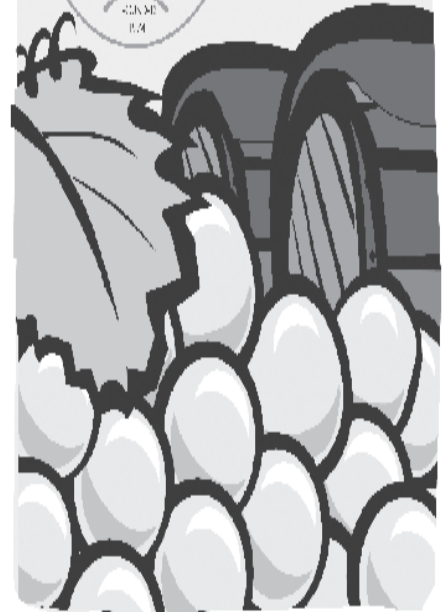
Celebrating 40 Years of
"THE SHAPE OF THINGS TO COME"

DOBSON, NC • SEPTEMBER 9-14, 2014



HOSTED BY
THE TRIUMPH CLUB OF THE CAROLINAS

SHELTON vineyard



2014 VTR
National Convention
Sept 9-13, 2014.



Sir Bentley Haynes, a distinguished man of letters with an extensive background in British automotive engineering, has graciously offered to provide the members of ISOA with free technical support in order to keep our Triumphs on the road. His resume was outlined in the April issue of Snicc Braapp. Due to the unusually high volume of questions from ISOA members, he has requested that all technical inquiries be screened and forwarded to him by way of the secretary of ISOA using the digest mode; He is not able respond to direct questions, but your letters are very important to him and they may be monitored by Scotland Yard for quality control. E-Mail him at: trstrep@sbcglobal.net. The following is his first column, written 10 years ago in August of 2004.

Dear Sir Bentley,
I am anticipating a lengthy "road trip" in my TR6, traveling from Bartlett to possibly as far as Streamwood. I have seen numerous articles listing "necessities" to pack for emergencies in of a mechanical failure. What suggestions can you offer in the way of preparing "kit" of spares, tools, etc. in case of a roadside emergency?
B.S., Bartlett

My Dear Suds,
It is highly unlikely a Triumph motorcar will ever encounter any type of failure under normal operating conditions, but an ounce of prophylaxis is always worth a pound of cure. To that end, let me suggest you consider including the following items in your boot should you experience a technical difficulty whilst motoring:

• **A spare frame.** The Triumph engineers cleverly anticipated the gradual loss of power that a motor would experience after years and years of trouble free motoring. Too offset this reduction in power, they designed a chassis that would gradually lighten itself through a complex process of "Oxidation." On rare occasions, the oxidation has been known to out accelerate the power loss to the extent that the frame may separate from the body as well as from itself, thus causing some degree of vexation to the motorist. By always carrying a spare, the driver can easily install the spare frame on the roadside should difficulties occur.

• **An extra wiring loom.** Under rare circumstances, excessive smoke buildup in the wiring loom can lead to premature wiring fatigue. This especially vexing after nightfall, which is precisely why Mr. Lucas admonished gentlemen not to go motoring about after dark. Should you experience this inconvenience, a few quick snips with the side cutters and a couple of crimps, and you'll soon be on your way in no time. [This would also be a good time to replace the alternator.]

• **A minimum of three carburetors:** The Zenith-Stromberg carburetors originally equipped on the TR6 are virtually bulletproof, but in rare instances, they have been known

to "act up" in which case a quick replacement can easily be performed on the roadside. While you're at it, I'd recommend replacing the fuel pump, petrol tank [full of 104 octane petrol], and fuel lines as well A spare distributor: Ignition gremlins can occasionally plague the TR enthusiast. To easily remedy this infrequent occurrence, I suggest you carry a spare distributor complete with new points, rotor, condenser, coil, spark plugs, distributor cap with new ignition wires attached. [I would also recommend adding a replacement starter and battery while you're at it to be on the safe side.]

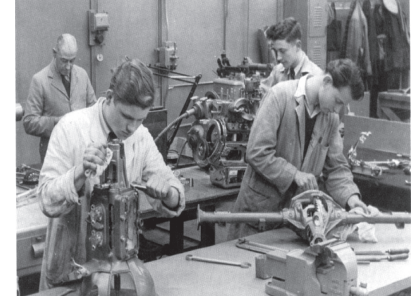
• **Spare belts & hoses.** North American summers can be somewhat warmer than those in Coventry and some overheating may take place. In anticipation, I would also recommend carrying a spare recored radiator [full of distilled water of course], water pump, replacement hoses, belts, thermostat, and radiator cap.

• **An extra transmission:** Triumph gearboxes seldom fail, but in case of demons inside the tranny, I always bring an extra with me on road trips. I also include an extra clutch, pressure plate and release bearing, a driveshaft, three halfshafts and trailing arms [minimum], a differential, slave cylinder and master cylinder for emergencies.

• **An extra cylinder block with rebuilt head.** It better to be safe than sorry, so I suggest an extra motor always be packed away "Just in case" I would advise that a spare set of pistons, a crankshaft and camshaft, along with extra valves be included. Sundries: along with the above mentioned essentials, I would also pack a couple of extra, doors and fenders, a spare bonnet and boot lid, three or four tyres, extra brake rotors and calipers along with spare drums.

The above-mentioned items would make up your basic kit of emergency spares. A cellular telephone and credit card, it goes without saying, are also a wise idea. It is unlikely you would need all of them, but additional items may be required should you plan to take a more extensive journey.

Happy motoring. B.H.



ISOA TECHNICAL EX-SPURTS

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 Billimack 815/459-4721
Machinist	Bob Crowley 630/319-7343
General Tech,	Joe Pawlak 847/683-9683

Cruise Nights



A happy youngster, one of 36 children stricken with cancer in attendance, at the wheel of Bob Groman's TR6 at the cruise night sponsored by All Star Angel Foundation on June 22. Bob treated many of the kids to a ride in his TR, much to their delight. Cal's Angels is an organization which collects donations to help defray the medical costs for families who have children with cancer. Cal was the son of the founder, Tom Sutter. Bob was able to get The Roadster Factory to donate some kid sized ball caps and T-shirts with the TRIUMPH name and Logo on them, which he gave to each child who rode in his car.



Dennis & Joan Delap [TR4A] and Scott and Sheryl Stier [Model T] at the Motor Monday, June 9, in East Dundee. British/Foreign cars will be featured on Sept. 8..





continued on page 12

The tourists quickly left the highway and began to meander along county blacktops through the communities of Shabbona, Franklin Grove, and Steward. Denny's route followed exceptionally good roads and the caravan, despite its long length, had no difficulty staying together. After about 45 minutes, the procession pulled into the parking lot of the John Deere Historical Site for their first scheduled stop in Grand



Detour, Illinois, on the banks of the Rock River. As most history buffs know, John Deere was the blacksmith whose steel-faced plow allowed the Midwest and Great Plains to become the world's breadbasket and who's name today is



forever linked with farm implements. The historical site, which was exceptionally well manicured, featured a statue of the famous blacksmith, numerous docents, the gift shop, examples of 19th century farm implements, a replica blacksmith shop, and most importantly necessary facilities following the one hour tour after breakfast.

Following the rest stop, the group proceeded a fairly short distance along Highway 2 to Oregon, Illinois, for its second scheduled stop at the Conover Square shopping village which is housed in an 1893 vintage building originally used as a piano factory. The factory closed the early 1970s but was repurposed as a retail outlet for several shops in 1978. Denny had pre-arranged for the Triumphistae to



receive complementary treats from the café there, and many chose to augment their snacks with other confectionery's which included ice cream, cookies, and other sundries.



All too soon it was time to leave the facility - obviously named in honor of the Spinal Tappets bassist, and continue touring. The route took the group along the western shore of the Rock River along Highway 2 and passed under the watchful eye of chief Black Hawk as they headed north to Byron. There the procession turned east on Highway 72 and wound its way along country back roads, several of which included some level changes and turns that allowed the Triumphs to be in their element. The route eventually wound its way through Cherry Valley and continued east along county roads for about 30 miles until arriving around 1 PM at the Burlington municipal park.

There the caravan was greeted by several additional Triumphs which had proceeded straight to the picnic grounds and where John Hall, and Bill Jensen were busily manning the barbecue grill. While most of us were enjoying a most pleasant drive through the countryside, Joe and Kathy, Mark Hattenhauer, and Chris Hall, prepared a fantastic spread for the now hungry motorists in the park pavilion.

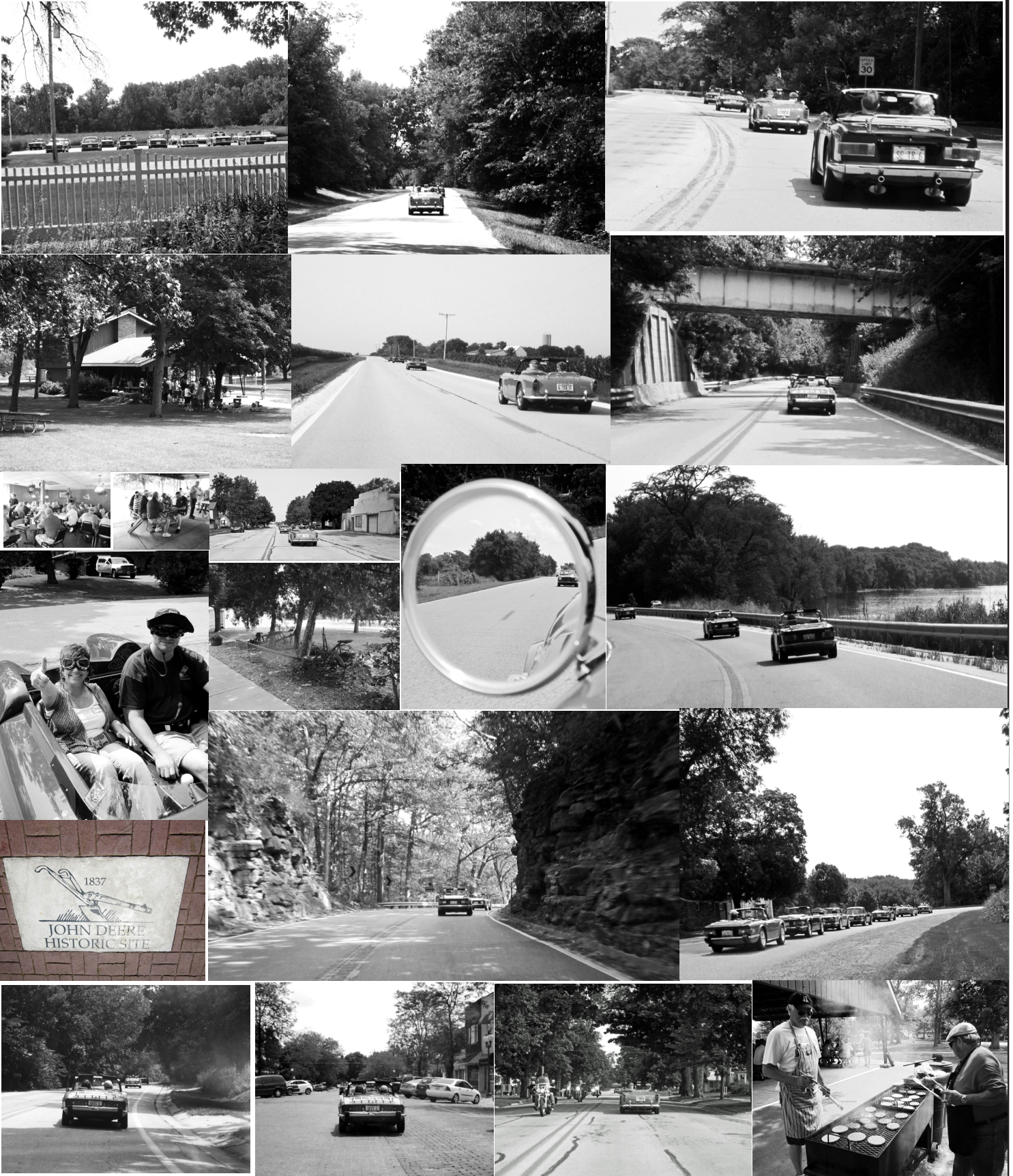
For the next hour or so the Coventry Irregulars, relaxed, ate, socialized, and ate. Following the meal, many in attendance bid farewell while others chose to avail themselves of the opportunity to swap cars for test drives along the quiet country roads on the outskirts of Hampshire. This opportunity provided people a chance to compare and contrast handling and performance of their car versus those of other cars it might have some modifications that were of interest to them.

It goes without saying that like the vast majority of ISOA activities, this one in particular was exceptionally well-planned and organized. While it has become almost cliché to speak in superlatives when describing club events, we must never take for granted the time and effort that volunteer members sacrifice on behalf of the Illinois Sports Owners Association. This event exemplifies those kinds of sacrifices and a huge ISOA debt of gratitude is owed Denny and Joe in particular as well as those who also helped in putting the event together. Clearly, we are indeed fortunate to have such dedicated members amongst our ranks and who are willing to go to such great lengths to provide us with the opportunity to enjoy our cars and our friends simultaneously.

Suds



Summer Tour/Turnabout Picnic Outtakes





Dear Editor,
I read the list of car songs in SNIC BRAAAPP, and have three additions. Two of my favorites and one oddity.

1. The oddity: "Car Car", sung by Peter, Paul and Mary, written by Pete Seeger. Whether affectionately or mockingly I don't know, but the song mentions a Ferrari, an Austin Healey Sprite and a Mack truck.
2. "Maybellene" by Chuck Berry. Perhaps the first song about cars racing. With the help of some rain Chuck's Vee-Eight Ford catches Maybellene's Coupe DeVille.
3. My favorite car song: "Shut Down" by The Beach Boys. Shut Down relates the age-old struggle of Good versus Evil, with Evil represented by a Chevrolet.

The story is set "where the road is wide," and tells of a drag race between a fuel-injected Corvette Stingray and a Super-Stock Dodge with a Ram-Inducted 413 cid Wedge and Torque-Flite transmission. I always thought it was a Dodge Polara, but some sources say Dart. Either way, both cars begin on an equal basis, but soon the Chevrolet is at a disadvantage due to an under-engineered clutch. However, through skillful driving and a saxophone solo, the driver of the Corvette - who is also the narrator - begins to reel in the dual-quad Mopar. But is there time? Is it already too late?

The song fades out with existential doubt. Did the Dodge hold on to win or did the Corvette catch him? Or did the Corvette's pressure plate shatter, scattering pieces of bellhousing across the strip?

We will never know, but I still root for the Dodge.

Andy Lischette

Dear Gentle Reader,

Undoubtedly, any list of Classic Rock Car Songs is highly subjective and/or too lengthy to chronicle in our mldest little blurb. However, at the risk of initiating a contentious discussion, we would humbly share a few of the titile on our I-Pod under the playlist of Car Songs. Please note that we have omitted any of the recording from the Spinal Tappets, since their entire of over

100 songs is not only devoted to Car Songs ingeneral, but to triumphs in particular and is requir3ed listening for any passenger in my TR6.

- Mercury Boogie [AKA Crazy 'Bout a Mercury] - K. C. Douglas and Robert Geddins in 1949 covered by many artist
- Get Out of Denver - Bob Segar and the Silver Bullet Band 1974
- Hell on Wheels - Wings 1974 about a Land Rover
- Highway to Hell - AC/DC 1979 Last song with Bon Scott on vocals
- Long May You Run - Neil Young 1976 an elegy for Neil Young's first car, a 1948 Buick Roadmaster hearse,
- Rev on the Red Line - Foreginer 1979
- Willin' - Little Feat 1971
- Six Days on the Road - Dave Dudley 1963
- Call Me the Breeze lyrics by JJ Cale. recorded by Lynnrd Skynnrnd 1972
- One Piece At A Time [AKA 49, 50, 51.... Cadillac - Recorded by Johnny Cash
- Hot Rod Lincoln Commander Cody and the Lost Planet Airmen
- Take it Easy - Th e Eagles
- Old 55 - The Eagles
- Rapid Roy - Jim Croce
- Maybellene - Chuck Berry
- Radar Love - Golden Earring
- Rockin' Down The Highway - Doobie Brothers
- James Dean -The Eagles [Yeah, I know it's kind of a stretch, but I like it.
- Flirtin With Disaster - Molly Hatchett Every time you take your Triumph out, you're doing this.



2014 ISOA BOARD OF DIRECTORS

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- Regalia Bill Jensen
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KimandBill76@sbcglobal.net
- * Past President



JULY MEETING NOTES

BY ISOA SECRETARY BOB STREEPY



THE JULY meeting of the Illinois Sports Owners Association took place on Sunday, the sixth in the garden level of Mack's Golden Pheasant restaurant. Originally, the meeting had

been set to take place outside due to a wedding reception scheduled for the basement; however the staff at Mack's was able to prepare the room for us in time so that we could hold our meeting indoors, which worked out nicely since the weather was threatening.

Things got underway at a little after seven when President Mark "Painless" Hattenhauer introduced himself and the other members of the board. Mark began by stating that he had only recently received word that ISOA a member Jerry Kokosinski had recently passed away and a moment of silence took place in his memory.

Your humble and obedient scribe gave a brief report as on the status of the newsletter and also made a plea for text-and-graphics from any member who attended any cruise nights, car shows, etc. to share with the rest of the membership. I then provided a very brief update on some of the recent developments involved in our hosting of the 2015 national VTR convention - including some recent developments on the excursion boat ride, the site of the panoramic photo, and some of the planned technical sessions.

The first order of business dealt with reports from various members on project updates. Richard Winters initiated the conversation by stating that the carburetors on his 73 stag were now rebuilt and that he hoped this would rectify some of the "missing" issues. Bob Groman indicated that he had recently installed a set of Vredestein 165 x 15 radial tires on his TR3, and he was very pleased with the handling and ride they provided. Rich Lockman indicated that he completed some bodywork on his

1970 TR6 and Joe Pawlak spoke of completing the paintwork on his LD 2 Stag. He went on to say that unfortunately the color match was not to his liking and that more work needed to be done. "Painless" said that he was having some transmission trouble with his with his TR6, but that he hoped to have everything sorted out in time to take his Triumph to the Six Pack TRials in Mississippi this fall. Joe Felix mentioned that he and installed a replacement water oil pump on his TR4 and that the new and improved design (courtesy of Steve Yott) was working fine..

Jay Holekamp then took the microphone to lead a discussion of upgraded Triumph lighting. He mentioned that he had tried halogen lamps in the taillights of his TR4 as well as L. E. D. bulbs which he had acquired from LiteZupp industries and that he was quite pleased with their performance*. He also displayed a third brake light that he had fabricated using a trailer lamp from Harbor Freight, as well as a unit from Moss Motors that Thanos Kourliouros uses on his TR3 with LED lights. The discussion was most informative and was well received by those in attendance.

At that point conversation shifted to reports on recent events and Denise Aolgaier began by talking about the vintage races at Blackhawk Farms. I spoke briefly about the recently held TRA national convention that took place at the Deer Creek Lodge in Ohio and Joel Pawlak spoke of the sights and sounds of the trailer races held at Rockford Speedway. Lars Sullivan then spoke about the Highland Games in Itasca which marked the debut of his recently completed TR3. Kathy Pawlak described the drive in movie which got underway with dinner at Augustino's Rock 'n Roll Deli before caravanning a mile to the Cascade drive-in where ISOA cinema buffs watched "Transformers 4" and "22 Jump Street." Roman Hrynewycz spoke about the British car show the took place in Sussex, Wisconsin and Tim Mantel described his experiences at the Michiana British car show in South Bend, Indiana. Mark Fisher also spoke about team Bondo's participation in the Chump Races at Road America at Elkhart Lake and indicated that the TR7 race car known as Rusty Galore acquitted itself

very well until a malfunctioning throttle cable caused it to retire just before the checkered flag was about to drop.

Following discussion of past events it seemed only natural logical that the topic of conversation would turned to upcoming events and so Denny Stock in Joel TRA awlak spoke about the summer driving tour and turnabout picnic (see cover). there was also discussion about the upcoming BlonderHill fest in Michigan and the club outing to see and hear the Chicago Symphony Orchestra at Ravinia which will feature ISOA's own Peter Conover as the Cannoneer. [Does this make him a percussionist?]

Following a discussion the monthly raffle took place and the winning ticket was held by Burns Rafferty who now has some a fresh supply of WD-40 and some craftsman screwdrivers new a nose hair trimmer. There were no Boomer nominations this month and only two Peter M Roberts nominees. Jack Billimack nominated Steve Yott in absentia (Steve missed the meeting in order to provide some first aid to his daughter's car) for repairing some carburetor linkage on his TR4A and your humble and obedient scribe nominated Larry Brown for creating numerous unique graphics for use in the 2015 convention program book and on the convention website. In a brilliant executive decision, President Painless suggested that Steve get custody of the traveling trophy - which he already had from the previous month - and that Larry receive the complementary beverage. Mark's proposal was accepted unanimously and the meeting ended shortly thereafter around 9 PM. With apologies for any errors or omissions, respectfully submitted, your humble and obedient scribe-

suds

*Vendors of LED lighting for increased visibility / safety

LiteZupp Industries LLC: www.litezupp.com wide array of LED replacement lamps suitable for use in Triumph automobiles.

BMC British Automobile LLC: www.bmcautos.com custom-made sets of LED lamps for selected Triumph automobiles.



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

•**For Sale:** 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, mcnealreality@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

•**For Sale:** 1969 TR6 project car.with overdrive. Good title. 1972 Spitfire project car with hardtop. Tons of TR6 miscellaneous parts. Cars & Parts loacted in Blue Island near 294 & Cicero. Call with needs before 7 PM. Reasonable. Gary Fager 708/214-3480



Snic Preview

coming in your August newsletter to a sleazy newstand near you

- *BlonderHill Fest IV*
- *Mad Dogs & Englishmen*
- *Mississippi River Rendezvous*

Lots More Stuff



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

Ronnie Moon 8/02	Jim Hussey 8/24
Greg Fantozzi 8/05	John Hall 8/24
Thanos Kourliouros 8/09	Phil Beckman 8/25
Tom Berger 8/10	Terry Underhill 8/25
Dennis Delap 8/10	Steve Haan 8/27
Marilyn Briggs 8/14	Arlene Kendzy 8/27
John Kage 8/14	Denny Stock 8/28
Peter Hamilton 8/14	Bob Lee 8/28
John Neis 8/21	John Withrow 8/28
Ken Kendzy 8/23	Russ Hangos 8/29

ISOA Membership Counts

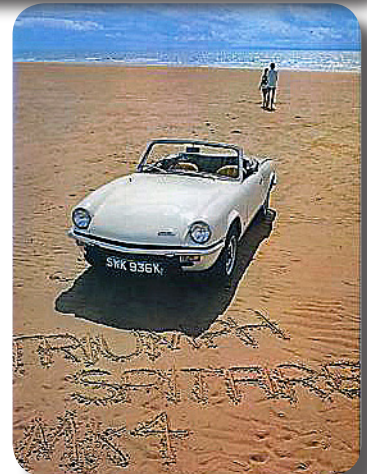
166 memberships - 222 members

New Members

Rob and Josh Mann
491 Washington Ave., Glencoe, IL 60022-1870
847 835-7150 - rm1845@sbcglobal.net
68 TR250, 65 Spitfire



Snic Braaapp is deeply saddened to announce the passing of ISOA member Jerry Kokosinski. Jerry was the original owner of a 1973 TR6 a, which he was in the midst of restoring to concours quality. Services have been held.



ISOA ON THE WORLD WIDE WEB

You can always get the latest news directly from the ISOA web site: <http://www.snic-braaapp.org>
To subscribe to the ISOA electronic mailing list email thebujas@comcast.net

Your userid and password is only for the membership roster that we keep on the website. Each ISOA member must logon to the site with his/her own nickname and password to gain access to the "Members Only" material.

ONLINE ROSTER ACCESS INFO

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

Braaapp

THE REAR VIEW MIRROR

AUGUST 2014



*L-R: BILLIMACK'S 4A, DOERING'S TR6, PAWLAK'S SPITFIRE, YOTT'S TR4A, CASPER'S SPIT/6,
STREEPY'S TR6 IN FRONT OF 2015 VTR CONVENTION HOST HOTEL -
THE ABBEY IN FONTANA, WI*