



Snic Braaapp

SEPTEMBER 2014

Vol. IX Issue No. 507

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

ISOA NIGHT AT RANDHURST

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



AMONG THE 300+ SPECIAL INTEREST VEHICLES IN attendance at the 3rd and final Randhurst Cruise night of the summer were more than two dozen Triumph sports cars owned by members of the Illinois Sports Owners Association. The large contingent of Coventry Irregulars attracted considerable attention from the spectators amidst the muscle cars and street rods. The evening had been designated [at least by us if not by the organizers] as "ISOA Night," and the club was mentioned prominently in the event brochure. The

assortment of TRsandSpitfires, supplemented by a pair of Heralds and a Stag, made for what was most likely the largest gathering of Triumphs this side of BCU.



The Triumphistae began arriving early in order to claim a space among the 23 reserved spots for our group. Even so, we had to "squeeze together" a bit to accommodate all of our cars, and anyone arriving after 6 was directed to a nearby overflow lot.

continued on page 12

INSIDE YOUR SEPTEMBER SNIC BRAAAPP

- *Coventry Irregulars Mingle with the Horsey Set*
 - *Rumpus Searches for the Farrah Lady-Concl.*
 - *White Trash Night*
 - *Orphan Auto Picnic*
 - *Union Transportation Extravaganza*
 - *The Resurrection of LD2-Installment 1*
 - *BlonderHill Fest*
 - *Bob & Mary Circle the Lake*
- Lots More Stuff*



ORPHAN AUTO PICNIC

THE 24TH ANNUAL ORPHAN AUTO PICNIC hosted by the Chicagoland Corvair enthusiasts took place at the Kendall County Fairgrounds on Sunday, August 17. This event is open

only to those automobiles which are no longer built, and while the ranks of such cars has grown, the proliferation of other car shows have sadly resulted in dwindling attendance at this unique gathering of the tribe.

Nevertheless, a dozen or so Coventry Irregulars made the trek to Yorkville to attend the event. The Orphan Picnic has long been a staple for many of the ISOA Triumphistae, in part because of the low-key atmosphere, the eclectic assortment of vehicles, and the availability of free beer courtesy of the host club.

The gates opened at 10 o'clock sharp, and the participants quickly began to fill the Fairgrounds with Cor-

vairs, Hudsons, Packard's, Ramblers, Plymouths, etc. This year the organizers spotlighted Italian cars, and Fiats and Lancias were marshalled in the pavilion set aside for the spotlighted marques. The Triumph contingent far outnumbered any of the other imports

early Sunday morning to pick several dozen years of fresh sweet corn, which he provided for the ISOA members in attendance.

The early morning clouds gave way to sunny skies and the temperatures remained in the mid-70s, making for an

exceptionally pleasant mid-August day. The ISOA contingent staked out a pleasant spot in a shady Grove and unpacked their folding chairs to spend an idle hour or two visiting with one another. They also strolled the grounds to look at some of the many fine examples of automobiles that were once commonplace on the highways and byways of North America.

By midafternoon the crowd began to thin, and gradually the participants started making for the exits. However, there was unanimous agreement that the day had been most pleasant due in large part

to bucolic surroundings, good friends, and the presence of cars that conjure up countless fond memories.



and was second in number only to the Corvairs.

An unanticipated bonus to attending this year's picnic, aside from the free beer, was an auxiliary door prize provided by Doug and Debbie Larson. It seems that "Wires" had gone out

Suds



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

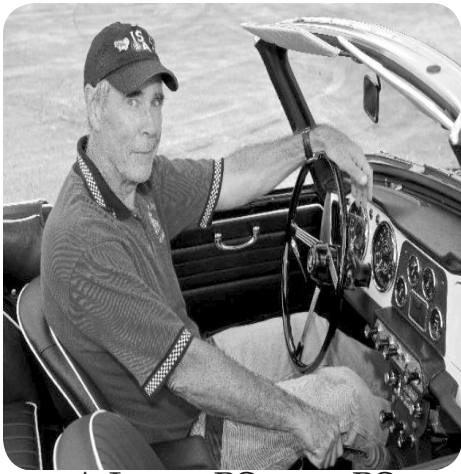
Month	Date	Day	Time	Event
<u>No MONTHLY ISOA MEETING IN SEPT.</u>				
Sept.*	*			
	6	Sat.		Austin-Healey Rally (BCU)
	7	Sun.		Chicagoland British Car Festival - Harper Community College, Palatine
	13	Sat.		Gather on the Green - Elkhart Lake, WI www.vscda.org/races/elkhartLake.php
	9-14	Tues.-Sun.		VTR 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]
	TBA	Sat.		Clinic
Dec.	7	Sun.	5:00 PM	ISOA Go Kart Challenge IV
		Sun..	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.		Clinic
Jan.	1	Th.	11:00 AM	Outer Drive New Year's Day Rally - Northerly Island
	4	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	24	Sat.	6:00 PM	Big Bash - Moretti's, Bartlett

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:

Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 e-mail: trstreep@sbcglobal.net

SNIC BRAAAPP is published by: Integrated Graphics Inc.

1198 Nagel Blvd., Batavia, IL 60510 - 630/482-6100



A LITTLE BS FROM BS

NEWS AND VIEWS FROM THE BUSTED KNUCKLE GARAGE

BY SNIC BRAAAPP EDITOR BOB STREEPY

ONE OF THE MOST REPEATEDLY overheard refrains at any gathering of more than two Coventry Irregulars (aside from " 'More beans, Mr. Taggart?' 'I believe you boys have had enough.'" and "We don't need no stinking badges") is, "What year is your MG?" It seems that with the passage of some three decades since the last Triumph rolled off the assembly lines, the general motoring public has a somewhat hazy recollection of our beloved Little British Cars. Apparently, in the minds of the gen-

eral public, the octagonal-badged posers from the Morris Garage bear enough of a resemblance to our Triumphs that the motoring great unwashed often confuses them with our bona fide sports cars.

Of late, I have begun to catalog some of the questions, comments, concerns, and great thoughts that have been asked of me at various car gatherings, and I suspect that many among our vast readership, perhaps even both of you, could augment this litany, and I invite you to share some of your favorite exchanges in a future edition of this birdcage liner.

It is virtually inevitable that at any assembly at which our Triumphs are on display, from a cruise night to a judged Concours D 'Elegance, some of the inevitable commentary goes something like this.

Onlooker: "Yeah, I had one just like that after I got out of the service. Except my Spitfire was red." [It should be noted that the speaker was referring to my TR4.]

Onlooker: "Who makes that car?"

Me: "It was built by the Standard Triumph Motor Company."

Onlooker: "Yeah, but who made it?"

Onlooker "I didn't know they started making those cars again."

Me: "This car is 40 years old. They don't not make them anymore."
Onlooker "That can't be. This is obviously brand-new."

Onlooker number one referring to my TR6: "Hey Biff, did you see that red MG over there with the five-speed decal? I didn't know they came with a five-speed."
Onlooker number two: "Oh yeah, my roommate in college had one just like that."

Onlooker "I've got one just like that that I'm restoring right now. Who did your 'fill in the blank' work?"
Me 'Fill in the blank.'
Onlooker: "How much did it cost?"
Me - 'fill in the blank'
Onlooker "Oh that's way too much. I haven't looked around yet, but I'm sure I can get it done for less than that."

And my all-time favorite Onlooker: "Wow! A Triumph!! Haven't seen one of those in years. I had one right out of college. Gawd, I had a lot of fun in that thing, but it was the worst piece of crap I've ever owned."
Me: "Nothing's changed. There's a reason these guys aren't in business anymore."

Suds



While this space is normally occupied by ISOA President Mark Hattenhauer's "Presidential" Ponderings, Painless is on assignment this month doing scholarly research on BBQ restaurants that cater to left-handed arch conservatives..



POLOPONIES IN BLOOM

BY: DB SASSY SUN

ISOA EQUINE CORRESPONDENT
[AS TOLD TO THE STAGMEISTER]

A SMALL GROUP OF MY ISOA two legged friends met with a group of my four legged friends in Oakbrook to catch a couple of Polo matches. The organizers sought the presence of some classic vehicles to appear in a parade before each of the matches. My four legged friends are easily swayed by some quality hay, good grain and some nice cold water, however, my two legged friends were swayed by free admission and \$20 worth of food and drink tickets.

There was a small yet diverse representation of ISOA Triumphs that spent a Sunday afternoon with us. Kyle and Nicole (Twiggy) Kayson and their TR3, Dave Kan-



zler with his TR6, Joe and Kathy with their MKII Spitfire, Richard, Jennifer, and Shadow Winters with a Fiat TR 500 MKV, and the George Loss TR4 but with no George..

For those who have never been to a Polo match, there are 4 players on each side. We do all the work while the folks on our backs try to hit a small plastic ball with a wooden

mallet between a couple of posts. It's not a bad gig, since my friends only have to run around for 7 minutes per chukka. There are six chukkas per game, and at halftime, a bunch of two legged beings head out to the playing field holding drinks of some



kind to tap down the divots. Each of the folks on our backs has a "string of ponies" that come out to run around. This way we rest up between chukkas. The announcer calling the match explained all aspects of the game for the fillies and colts in the crowd. This definitely helped folks understand what was going on, especially my owners and their friends who are "getting long in the tooth" (except Kyle and Twiggy.)

This was a chance for my care takers (Kathy and Joe) and their Triumph friends, who are part of the

"great unwashed," to rub elbows with the folks on the other side of the fence. It's good they get out once in awhile, of course only after they clean my stall. I saw that their



cars garnered the same amount of attention at the little car show as the Ferraris, Porsches, Maseratis, Rolls, Auburns and Bentleys. More people came up to the ISOA folks saying they had a Triumph just like this one. I'm not so sure the same occurred with the guy having the boat-tail Auburn. There may be more members of the hoi polloi around a polo match than one would suspect.



I believe everyone was talking about coming back out next year. They seemed to have a great time watching my friends run around as well as drinking, eating and to winnie with each other. Keep the shiny side up and the burrs from your saddle.



THE DISCOVERY OF LD2

FIRST IN A SERIES

TEXT & GRAPHICS BY

JOE "STAGMEISTER" PAWLAK

IMAGINE FOR A MOMENT IT IS AROUND 1975, and you are driving down the street and observe two odd Triumphs in a used car lot. You turn into the lot to take a look. You thought it would be nice to have your wife drive one of these cars. Upon closer inspection, one is an automatic, and the other is a 4 speed. Since you are buying the vehicle for your wife, who doesn't drive a stick shift, it looks like you're going for the automatic. These two odd Triumphs were Stags, which in 1975 was two years after they ceased to be imported into the United States. Nor did you ever see many on the road because most of them were not running due to a host of mechanical and build issues. The location is St Louis, MO, and the vehicle looking to be purchased has a Commission Number (VIN) of LD2BW. More on the significance of this very special Stag in a moment.

The man who purchased the car was Gordon Hediger of Greenville, Illinois. At the time, Gordon owned a 63 Jaguar XKE coupe, so he was familiar with the quirks of British car design and was sure he could handle the car. After getting the Stag to run properly, his wife enjoyed the car for some time and even used to commute up and back from work. The first catastrophic engine failure occurred when the oil pump/drive system failed. A re-placement engine was sourced from Goodridge Racing in England, and after clearing US Customs, it was eventually installed and was enjoyed by his family during the summer months.

Another catastrophic engine failure occurred in 1983, and the vehicle had been sidelined since that year.

In December of 2007, Gordon passed away leaving the car to his daughter, Wendy, who lives in California. On his death bed, he made Wendy promise to make sure the Stag went to a good and loving home. Wendy contacted Glenn Mer-

rell (former Triumph Stag Club Chairman), ISOA member Paul Kurtzner, and eventually, Joe Pawlak (former Triumph Stag Club President and vaguely familiar name in ISOA and Stag circles) to find a home for this Stag. The boys had to act fast before the whole estate would go to auction, and LD2 would be lost forever. So Kathy and I went to Greenville, IL, to see this Stag. There was such a huge amount of British car parts all over the place that the family needed help organizing them. We spent the entire day helping the family sort out the parts situation as well. Wendy and her brother-in-law checked up on our reputation in the Triumph community, our prior restorations and love of the hobby before we arrived. The family specifically wanted LD2 to go to the Hampshire Quarter Horse and Triumph Farm. As can be seen from the pictures, this car needed a lot of TLC to bring it back to its former glory. So a new restoration adventure would begin in a Hampshire garage.



WHAT IS LD2BW?

For those who may not know the meaning behind this number, "LD2" signifies Stag #2. LD1 (right hand drive companion) and LD2 were the two hand-built "tools" cars. Triumph tool cars were used

to verify the tooling (hence the moniker of tools) and to document assembly processes and assembly order. Any changes to the tooling needed to happen at this time before production could begin. The cars would have small variations in components and assembly that were not seen in the production cars. These variations will be covered in an upcoming story. LD1 was made in December of 1969 and LD2 was made in February, 1970. Stags with commission numbers of LD3-LD20 were the pre-production cars that did go through the assembly line but not until the latter months of 1970. The prefix designation of LD meant it was for UK & European markets. All US production cars would have a prefix of LE. The suffix BW stands for Borg Warner transmission (automatic) with OU being a 4 speed with overdrive. So how did LD2 make it to North America?



Even though this Stag had the LD prefix, it would be the first Federal (USA destination) car. Its intent was to be used for US publicity photos and events. LD1, which was the first European Stag with right hand drive and would serve the same purpose back in the U.K. I managed to acquire the original Triumph press kit for the Stag, and LD2 is pictured throughout. If you managed to make it to the 1971 Chicago Car Show, you would have seen or sat in LD2.

How LD2 made its way to a used car lot three decades ago in the middle of the US is a mystery perhaps no one will ever solve, as is the fate of the 4 speed car that sat next to it. In the coming months, a number of stories will be published on the restoration of this special Triumph. It is special because many prototype cars no longer exist because they were either dismantled, destroyed or simply lost. The restoration will be completed by VTR 2015 where this historic Stag will be on display. Of course only after it has autocrossed, funkhanad and been driven throughout the convention venue.



BLONDERHILL WINE/BEER EXTRAVAGANZA By MIKE "HANDS" BLONDER

THIS YEAR'S BLONDERHILL WINE/Beer Fest delivered a satisfying experience to the seventeen attendees who made the jaunt to Michigan's Harbor country. In attendance were: Joe Kaplon and Pat Price in their Spitfire. They brought friends Tracy and Adrian in a 5 Series super fast BMW. Tom and Diane Berger arrived in their TR6, bought from new. Ron Moon and daughter Sondra also cruised in a TR6. Jack and Mary Lou Gleason eased in with her new Ford Fusion Hybrid - a wine and beer carrying vehicle if there ever was one. Jim 'Screamer' Aldridge brought his Spit. The Rusts rode their TR-ota. Mike Konopka and Trish Ramsey were latecomers in their TR6, and Hands and Whistler led the pack in DRIVN 62, the TR4.



Bad traffic was reported around Valparaiso, but everyone made it in time for lunch. After

a meal of k o s h e r hot dogs, subs, chips and Jeff's world-re-n-o-w-n-e-d chocolate chip cookies, the group took off for the wineries and breweries. The route in-

cluded several roads with those twisty signs that we love so well. Farm equipment and bicyclists not withstanding, a spirited drive was enjoyed by all.



First stop was the Round Barn Winery, serving up wine, beer, and hard liquor - all made from grapes. Live music and all the imbibement choices made this a popular stop. The next stop, the Free Run Winery, was not very interesting by most accounts. Next, was Gravity Winery, which paired white wines with cheese and red wine with chocolate. They also offered a hard cider - pretty tasty. Surprise - this was also a popular stop. Tapestry Brewery followed, where some had 'flights' and some had pints in a relaxed outdoor setting.

Most of the group then returned to the cottage to help prepare for dinner. The abundance of hands made this a successful and low stress undertaking. Grilled burgers and

sausages, Terry's special beans and various home-made salads disappeared in short order.

After a bit of socializing, the group motored to Weko Beach for sundown, the blowing of taps, and ice cream. Unfortunately, Hands thought sundown was an hour earlier than it really was, so after ice cream, walking the beach and looking at the cloudy horizon, the group elected to return to base for the campfire. Much yacking ensued, and many people got to know others, some for the first time - a very good thing. By around 11:00, only the hard core remained, and the bourbon flask got passed around and refilled a time or two. This author doesn't remember too much after that. Something about Jeff and a 'well being' check on the neighbors, Screamer looking passed out in his chair, and much loud laughter emanating from the beloved Whistler.

A scare was thrown into the hosts when Screamer and his car were nowhere to be found the next morning. Had he driven home the night before? In his condition?? Gladly we were happy to find out that he'd taken off for home at first light. A breakfast was enjoyed by the survivors (Rusts, Mike and Trish, the Blonderhills), including Karen's home-made zucchini bread. Joe Kaplon dropped by, and everyone was enlisted to help break down the canopy. All in all, it was a fine day in Triumphville and a good time was had by all.





VINTAGE TRANSPORT EXTRAVAGANZA

TEXT BY BOB STREEPY - GRAPHICS BY PETER
CONOVER AND THE AUTHOR



THE 24TH ANNUAL VINTAGE Transport Extravaganza took place on Sunday, August 3, at the Illinois Railway Museum in Union, Illinois. Included among the vast array of cars, trucks, fire engines, buses, motorcycles, and military vehicles on display on the grounds were half a dozen or so ISOA Triumphs. Several of the Coventry Irregulars made their annual pilgrimage to this unique event after enjoying a

pleasant breakfast at the newly remodeled Alexander's restaurant on the west side of Elgin. Jack Billimack [TR4A], John Hall [TR6], Ronnie Moon [TR6], Tom Morgan [TR6] Peter Conover [Aston Martin], Burns Rafferty [TR 7] and your humble and obedient scribe [TR4] enjoyed a hearty breakfast before meandering through 20 miles or so of quiet back roads and arrived at the event about 10 AM. The group parked on a grassy back lot set aside mostly for Model Ts, As, and Corvairs where they were joined by Kep Preble [Spitfire] Roger Briggs [TR6] Steve Steiers [Model T], and Jim Doering [TR6].

The weather was delightful, and the assortment of vehicles defies description. Hundreds of special interest cars were interspersed among the dozen or so huge train barns dedicated to accommodating the museum's rolling stock of locomotives, streetcars, interurbans, as well as passenger and freight cars.

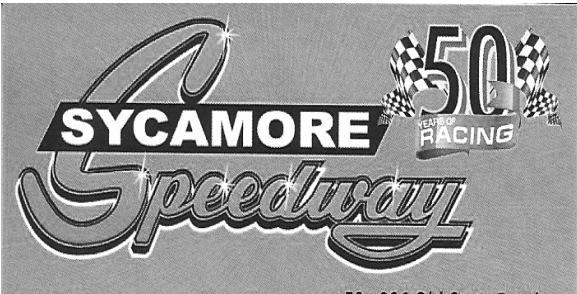
Participants received tickets to ride the trolleys and trains that circled the grounds as part of their registration packet. In addition to the operative trains, visitors, could also watch volunteers restoring vintage railcars and trolleys.

The event brought out gearheads from virtually every genre, and visitors who strolled the grounds were able to witness a wheeled spectacular of antiques, classics, sports cars, muscle cars, street rods, trucks, and trains that inevitably led to a sensory overload for all things wheeled.

It bears noting that the variety of special-interest vehicles on display at this event is virtually unparalleled, and it is easy to see why this event always brings out a large number of ISOA members. Neat cars, good friends, and great weather all added up to a fantastic day.

Suds





WHITE TRASH NIGHT

TEXT & GRAPHICS BY BOB STREEPY

AMONG THE PANTHEON OF HALLOWED ISOA social functions, the Mount Olympus of such activities unquestionably must be the annual outing to the Sycamore Speedway to watch the Friday night stock-car races. This year a small, but dedicated phalanx of Coventry Irregulars attended the vehicular carnage on the evening of Friday, August 8. The Triumphistae included Joe Pawlak, Rick Paulsen, Mark Moore, with his protégé Miguel, Jack and Barb Billimack, Dave and Mari Gurnik, and your humble and obedient scribe accompanied by *SNIC BRAAAP*'s head proofreader.



The small but loyal following of the automotive mayhem gathered behind the grandstands around 7 PM to sample the haute cuisine of the Speedway chef which consisted mostly of popcorn, canned barbecue, and Budweiser. The crowd seemed even larger than usual this year, and mullets and Mohawks, not to mention copious amounts of body art, were seen in abundance.

After satiating their appetite and quenching their thirst with the choicest product of the brewer's art, the group ascended to their custom-

ary skyboxes at the figurative 50 yard line. There they overlooked the quarter-mile clay oval where countless amorphous full-size GM domestic sedans from the 70s mixed with an occasional Crown Vic diced it out in 6, 8, 12, and 25 lap contests of speed, endurance, skill, and sometimes blind luck. The races also included numerous powder puff competitions among the fairer sex as well as an equal number of contests among compact cars - most of which were of undeterminable origins as a result of the "paint swapping" that occurred in virtually each lap.



The crowd was also entertained by some exhibition racing among the modified stock cars which compete on Saturday night. Unlike the stock-car racing that comprises the Friday night attraction, these cars are piloted by serious drivers and are capable of much higher speeds.

The announcer did his best to whip the crowd into a frenzy as the night wore on, and he began to tantalize the audience by challenging them to participate in the highly entertaining side-by-side drag races of streetcars driven by spectators. Ten spectators took up the dare and participated in the single elimina-



tion one lap sprint around the clay oval. The ultimate winner was at the wheel of a venerable Subaru, who bested a Grand Prix for the bragging rights for the evening. For his efforts he received a monstrous trophy and a round of applause from the appreciative crowd.

The next event was the ever popular figure-8 race, which consisted of eight laps of eight cars that managed to narrowly avoid high-speed collisions and provided the crowd with a most exciting spectacle. The frequent near misses were reminiscent of trying to merge from the Dan Ryan on to the Eisenhower during rush hour.

By this time, the crowd's bloodlust was worked to a feverous pitch as preparations were made for the dénouement of the Friday night races - the demolition derby! The automotive gladiatorial combat is a survival of the fittest contest in which half a dozen or so cars that were on life-support to begin with, smashed into each other until only one clapped out sedan was still running.



As the unmistakable aroma of smoldering antifreeze and burning tires wafted across the Kane County cornfields surrounding the speedway, contented patrons made their way to the exits. As one veteran observer noted on the way out, "There weren't no flips, fires, or fights this week, but, all in all, it weren't too bad. See y'all next Friday."

Suds



British Car Festival Annual!

Sunday, Sept. 7th
Harper Community College,
Palatine

9th Annual CAR SHOW
CANTIGNY PARK

SUNDAY, SEPTEMBER 21, 2014 • 9 AM TO 3 PM

REGISTRATION	AMENITIES	ARRIVAL
Free Registration Fee & C Registration at the Gate \$5.00 Car Show Parking Fee included Registration Form on-site The First 200 Cars get Free Gas Hot Dogs, Free Water, Full Size T-Shirt	Participant Choice Voting Best of Show Award Best Paint & Engine Awards DJ Music by "Caucasian Sound" Competition Available Garage and B-Leasing	Special Intro Spectator of a day and 250000 of 1000 Parking is complimentary No Reservations - No Waiting Groups Who Wish to be Together fill out order together

Meet at Holekamp's 133 Danada Dr, at 8:00 AM
Wheaton to caravan to park Sun. Sept 21



6th Annual
Gather on the Green Sept. 13
Victorian Village - Elkhart lake, WI
<http://www.vscda.org/races/elkhartLake.php>



THE ANNUAL ISOA COLOR TOUR
AND CAMPOUT/MOTELIN.
Oct. 11

Kim & Judy Casper's country estate near Kansasville,
WI. - Just west of Kenosha/Racine - minutes from the IL
/WI border.

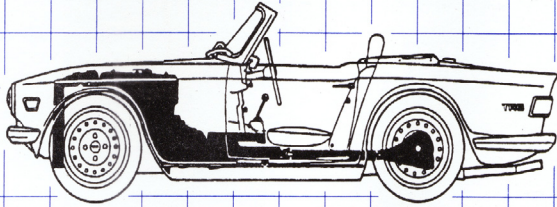
RSVP & Contact info:
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Meadowdale International Raceways

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

Volume XIV, Issue 4, Fall 1994

6-PACK™



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



Dec. 7 4:30 PM
Coventry Irregular Indoor
Go-Kart Challenge VI



2015 TRA National Convention
June 16-19
Solomons Island, Maryland

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
Vineyards



2014 VTR
National Convention
Sept 9-14, 2014.



RAVINIA



TEXT BY DENISE ALGAIER
 GRAPHICS BY JACK BILLIMACK AND
 THE AUTHOR.

IT WAS A BEAUTIFUL DAY FOR SOME classical fireworks, if you will, at our annual Ravinia outing. A minute



Randhurst Cruise Night - continued from page 1



Included among the ISOA group was Tim Olson of Skokie who debuted his spectacularly restored 1960 Triumph Herald convertible. [The arrival of Jack Billimack's "Puff" provided the event with the claim to the largest gathering of operative Heralds in North America.] Also making its initial appearance at a club event was Lars Sullivan's freshly restored 1957 TR3 and Bruce Campbell's Triumph TR250. Dennis and Joan Delap brought their 1967 TR4A "survivor," featuring its original, albeit well-oxidized, "patina." A few members even attended in their

or two of sprinkles but no wash out at intermission like last year. We met at the McDonald's again and caravanned over. Enjoying the afternoon/evening were Jack Billimack, Scott Regula, Denise Allgaier, Irv and Vickie Korey, Jack & Mary Lou Gleason, Bill & Kim Jensen and Lars Sullivan and his wife. It was all Tchaikovsky, all the time: piano concerto, overture from "Romeo and Juliet" and, of course, the "1812" Festival



Overture. Our own Peter Conover was in charge of firing off the cannons this year, so we made sure he had enough sustenance before marching off to man his post.

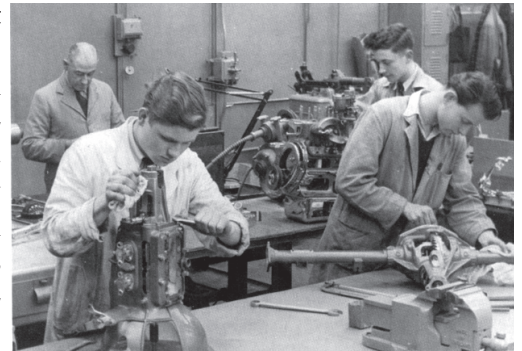
Spike

daily drivers, mostly due to various Triumph ailments that kept them from bringing out their Triumphs.

Like most cruise nights, the crowd milled around, asking questions of the owners, most of which were well intentioned. The ISOAers also mingled with one another enjoying a pleasant evening and even more pleasant company.



Suds



ISOA TECHNICAL ExSPURTS

- TR2 Al "Chromedome" Christopher
773/233-2526
- TR3/4 Pat "PowerBuldge" Lobdell
219/942-1263
- TR4A/
250/5A Steve "Godfather" Yott
262/997-0701
- TR6 Jeff "Stalker" Rust
(Early) 815/874-5623
- TR6 Irv "Elwood" Korey
(Late) 847/831 2809
- TR7 Phil "Factor" Fox
630/662-7721
- TR8 Tim "Tool Man" Buja
815/332-3119
- Spitfire - Joe "Stagmeister" Pawlak
[Early] 847/683-4184
- Spitfire - Rick Paulson
[Late] 847/669-1030
- GT6 Dave "Snake" Shedor
847 566 0478.
- Stag Joe "Stagmeister" Pawlak
847/683-4184
- Herald Jack "Spuds" Billimack
815/459-4721
- Machinist Bob "Opera Man" Crowley
630/319-7343
- Electrical, Paint, Body, Joe "Stagmeister" Pawlak
847/683-4184

FARRAH LADY, PART TWO BY DAVE "RUMPUS" KANZLER



BY DAVE "RUMPUS" KANZLER

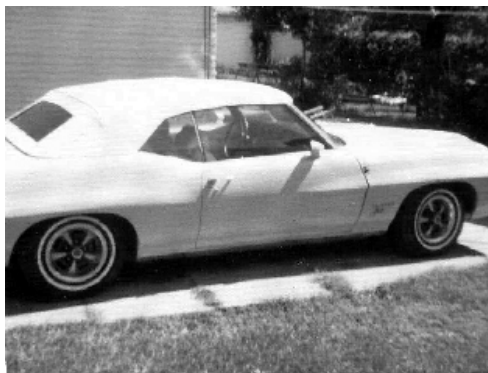
IN PART ONE OF OUR STORY, THE AUTHOR and the other teenage boys in Bloomington, Illinois, circa 1978 are smitten by a beautiful blond woman in a cool car: otherwise known as "Farrah Lady, she of the yellow Pontiac LeMans." We pick up the story at the author's 35th high school reunion:

As I said in Part One, over the years, the Legend of Farrah Lady quietly faded but never quite disappeared from our thoughts. At some point during last summer's 35th high school reunion, no doubt after several cocktails, I asked Julia "M", "Whatever became of that pretty blond woman who drove the yellow Pontiac LeMans convertible?" Julia replied, "You mean Carol (last name withheld), I'm not sure."

That was pretty much that until a few weeks ago when I was watching the Academy Award winning documentary "Searching for Sargarmen" about two fans who set out to find out what ever happened

to the early 1970's folk singer Rodriguez. Spoiler alert: Everyone thought he was dead, but he is alive and just barely not homeless. Great movie. Curt in "American Graffiti" goes to the D.J. Wolfman Jack to locate the blonde woman in the T-Bird by putting out an APB over the radio waves. I went to Google, and, in about 2 minutes, I found her. With great trepidation, I called her. This then, is her story:

"I was born 1956 in Lincoln, Illinois and attended Bloomington High School and graduated in 1974. I purchased my 1972 Yellow Pontiac Lemans convertible in 1976 for \$2,500. I bought it at a dealership on Oakland Avenue close to Steak n Shake. I remember it like it was yesterday driving by the lot and seeing it. I went home immediately and told my mom. She co-signed the loan for me. It had a white convertible top with white leather interior, bucket seats, automatic, and whitewall tires. I don't think it had an 8 track tape. The car was in perfect condition, and I tried to keep it that way (even through the winter). I loved driving that car especially during the summer months. (That is it in the picture.)



Winter eventually destroyed the top and the body. I replaced the top once, but the rust from the winters just ate through the lower part of the body.

When I moved to California in 1982, I brought the car with me; however, it was a bit of an embarrassment with all the rust spots. I eventually traded it in for a black 1978

Datsun 280Z. I believe my Pontiac Lemans ended up in Mexico. I have been through a few cars since moving to California: Honda, Dodge, GMC, Kia.

I did not know that the car/me attracted a lot of attention. I remember getting stares and honks, but I really didn't pay much attention to it (my mom noticed though!). I do remember one time when I was at a four way stop at the intersection on Towanda Avenue, someone was staring and wasn't paying attention and actually crashed into another car.

I moved to San Diego at the age of 26 (1982) with my friend, Chandra. She ended up moving back to Bloomington, but I stayed. During my single years, I had so much fun living in California and have made some great friends here. I bought my own condo and traveled quite a bit for work. I met my husband shortly after I moved here, but we didn't get married for 10 years, I was 36 and he 39. We have 5 children ages 20, 18, 17, 15, 13 - 4 girls and 1 boy. Of course, I have driven a Van, Suburban, and Yukon XL. We still have the old 1995 blue dodge caravan, which my oldest daughter drives, and we still have the 2005 Yukon XL which my number 3 daughter drives. I drive a 2012 Kia Sportage.

Yes, I was surprised by your phone call, but it was really fun to tell my children about it as they certainly don't see me like that. Also, it forced me to look through old pictures that I haven't done in years. Thank you for making me take the time and enjoy all the wonderful memories of growing up in Bloomington."

Well folks, I think we can all agree that Carol sounds like a fine lady, and is a really a great sport!

Rumpus



LAKE MICHIGAN- THE GREAT CIRCLE TOUR BY BOB CROWLEY



dreamstime.com

MARY AND I HAVE BEEN TALKING about doing the tour of Lake Michigan for a few years. We did some research about points of interest and planned out a rough itinerary. It looked like about 1200 miles taking about 5 days. Our start was planned for Monday, August 4th, but we decided to leave Sunday morning since Monday's weather looked like rain and driving around the bottom of the lake during rush hour traffic in the rain didn't sound like a winner. It was a good decision, light traffic and good weather. We had to add another night to our reservations though. My son Tom suggested we might visit the Meijer Botanical Gardens in Grand Rapids which added about 120 miles, 60 each way. It was a worthwhile side trip. A real American story - boy grows up on a farm; starts out selling vegetables, branches out to groceries, founds a chain of stores, and funds a beautiful Botanical Garden. He is buried there. There is a charge to enter the garden.

We arrived at the garden at about noon, some 212 miles from Naperville. We spent about 3.5 hours there, then we left for Holland - our first motel stop. We stayed at a Microtel where we usually try to stay. It was clean, simple, and low-priced @\$85. We had lunch at the garden and dinner (leftover lunch) along a beautiful riverwalk. So far we had not seen much of Lake Michigan, since most of the property along the lake is privately owned, and the traffic doesn't allow much looking around.

We left the next morning for Manistee - our next scheduled stop

(another Microtel). On the way, we drove the Lake Shore Drive, again not much Lake, but we did come to a town called Grand Haven which had a nice park where we had lunch. Speaking of lunch, it was generally what we found at the breakfast bar to take with us - yogurt, fruit and our own snacks, so we only bought one meal a day. In the park at Grand Haven, we saw a high sand dune with kids climbing, so we decided to "scamper" up also. Actually, it was more like "Huff and Puff" up for me, but we made it and had a great view of the Lake (finally). We walked down the other side on a more gradual slope to the beach after first asking, "Will we have to come back this way?" The answer was, "No." We arrived at the beach, walked out to the light house, and took some



pictures. Mary also did her obligatory wading into the lake. Manistee also has a riverwalk, not as nice as Holland's but still nice. There is an ice cream place right by the riverwalk with single cones (big) for \$3. There are restaurants along the riverwalk, too.

We left for St. Ignace the next morning. We took Route 31 to Route 22, which is the real start of the tour, since there are really nice views and places to stop such as north of Arcadia at mile 445 where there is a scenic overlook with lots of parking and stairs to climb for even a better view. Some of us only went part of the way up, since we don't like heights. Route 22 is the best scenic and the second best driving road. We came to a turnoff to "Sleeping Bear Dunes." This climb was easier, but it took longer. The first part



was the toughest. We had to climb 4 or 5 flights to get a good look at the lake, but it was worth it. We spent about 1.5 hrs. on the climb and the descent. Coming back to Route 22, we took a left for about a half mile and came to a shadey park by a small lake where we had lunch. Leaving the dunes, we went north along the lake until we got to Northport before turning south along Traverse Bay to Traverse City. We crossed over the 45th parallel each way, the mid-point between the Equator and the North Pole. There were lots of lakes to see. We then headed north on 31, picking up Route 75 along the way. We arrived at the Straits of Mackinac about 3:30 PM, racking up 660 miles, (By the way, we were now in the Eastern Time Zone.) We had time to visit Michilimackinac. The non-natives couldn't pronounce it, so they called it Mackinac, but we call it Mackinaw - go figure. The original fort is currently being rebuilt on the original site. We had time to see the buildings and see the musket and cannon firing. We spent about 2 hours, until they closed at 6 PM. All the lake traffic between Lake Michigan and Lake Huron passes through here. My great-grandfather had a commercial sailing boat, and my grandfather sailed with him also. When I was in Kingston, Ontario, years ago, I found their names in the archives there. It was great to think back that my family members passed through the straits many times more than 150 years ago.

We crossed the bridge [\$4 charge per car] to St. Ignace. We stayed at the Bavarian Haus and had a room overlooking Lake Huron. We got up early to watch the sunrise the next day. After breakfast, it was off to Mackinac Island by boat, [\$25 per person round trip].



There was plenty of free parking, but just about everything else was expensive. A nice 15-minute boat ride brought us to the island where tourist shops (think fudge) abound. We took a 2-hour ride in a horse drawn, open air, taxi - sort of, [\$26 per person but worth it]. Things on the island are slow paced since there are no cars allowed. [Sorry guys and gals, but it's walk, bike or let the horses take you around.] We traveled by 4 different modes of transport in 4 hours; car, boat, horse and foot, the reverse of how the mode of transport has evolved over the centuries. The "Grand Hotel" is grand, about \$300 a night. However, if you are as frugal as we are, but you still want to feel rich as a non-guest, you can dine for \$80 per person. [coats and ties for men and dresses or pant suits for the ladies required.] There is a fort there too. The British took the old fort and rebuilt it, and then burned what we left during the war of 1812. We dined at the Driftwood Sports Bar right by Lake Huron. It was OK. Mary did the obligatory wade in Lake Huron, and I stuck my hand in the water. We had lunch in the park by the shore, then took off for points north and Lake Superior at about noon - 674 miles so far.

Someone had told us that we should see the Tahquamenon Falls, which they claimed was 2nd only to Niagara. I've now seen both; it's like saying you came in 2nd in a race with 2 people. They do charge \$9 to enter the park, but that covers both the Lower and Upper Falls, and it's a good stopping point for lunch and a stretch of the legs. The bathrooms are clean, and the

admission is good for all day. I felt it was worth it. Oh, one more very important note, there is a brewery in the state park, which I thought was unusual. Also, it doesn't say "Public Access" along the way, so there is probably a charge, but the permit will probably work there. For the serious fishermen/women in the club, we passed Carp Lake and the Carp River. As we approached Lake Superior, we found many public access overviews and places where we could wade in the water, (you know we had to stop in order to complete the triple, ie. wade in 3 of the Great Lakes in less than 24 hours. There are also camping sites along the way on the lake.

Things started to go downhill at this point. We had no reservations ,since we assumed that during the week the area wouldn't be crowded. We were able to find a Best Western about 40 miles further down the road. It proved to be our most expensive stop at \$114. The next morning as I was driving north instead of south, I saw a sign "41 NORTH," and we had to turn around to find a shortcut to 41 SOUTH because just turning around would have meant another 40 or 50 miles. It was then I found the #1 "driving road" on the tour. Route 28 towards Gwinn takes about 1 hour and 15 minutes along on "newish" blacktop. It has many curves (listed 15, 25, or 35 MPH) with very little traffic. There were no lakes, just a winding road with trees on both sides. We picked up Route 35 at Gwinn and headed south to stay with my in-laws in Appleton, WI. We stayed on Route 35 along the lake stopping only for lunch. When we reached Escanaba,

we were at mile 1000 of our journey. We arrived at Appleton about 3 PM after getting lost (my mistake again). Appleton is a nice final stop. There were many hotels and motels to choose from. From there, it's only about 200 miles on the expressway to Naperville or about 3.5 to 4.0 hrs. depending on traffic.

We chose to drive the country roads home, adding about 1.5 hours to the trip, but making it much more enjoyable. We drove 41 for about 40 miles along with the 18-wheelers going 75 MPH right next to us and got off at the Waupun exit. We drove a short way to Highway 175, then turned south where it changed to Route 67. Both were nice roads that went through some small towns. For our final rest stop, we took Route 67 t to the shores of Lake Geneva. We stopped in Williams Bay where we missed all of the congestion of the town of Lake Geneva. There is a covered pavilion and restrooms right by the lake, and we often picnic there. After that, we drove home, arriving about 5 PM. We covered 1364 miles in 6 days, and spent 5 nights on the road. We averaged about 30 MPG and paid between \$3.40 to \$3.60 per gallon, so it was not too bad.

Some final thoughts: the early part of the tour would be tough for a large caravan, since it would be difficult to stay together driving around the lake, and Michigan has some strange ways of permitting a left turn: ie. drive past the intersection, make a U-turn into oncoming traffic, then make a right turn on the street where you wanted to turn left. I think small groups of 3 or 4 cars could rendezvous in the evening at a motel or campground. Once past Manistee, it all changes, and the group could stay together.

We looked into the ferryboat trip, but it costs about \$285 for the car and 2 adults, plus we would have been tied to their schedule. Would we do it again? Sure. We would probably camp somewhere along Lake Superior and maybe Lake Michigan, too, but reservations would be necessary. It all depends on what you like to do. There are plenty of museums and places of interest. This is what we did, We hope you have the chance to do it some time.

Mary and Bob.



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 to 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: trstreep@sbcglobal.net.

Dear Sir Bentley,
I find myself once again in need of your sage advice and consul. It seems that when I went to retrieve my Herald, I was unable to find any sign whatsoever of petroleum residue on the linen diaper that I always leave under it to prevent staining the gravel in my driveway. Does this mean that my car has fixed its oil leaks over the winter?

Name withheld by request,
Crystal Lake

Dear Spuds,-

Not to worry. I suspect that there is a very elementary answer to your query. As you are well aware, the Standard-Triumph engineers designed an ingenious system to monitor oil levels of their various motorcars which was far ahead of its time. Rather than go

through the bother of opening the bonnet, removing the dipstick, wiping, it, re-inserting it and then actually looking at the oil levels, Triumph simply installed special "Weepage-Gaskets" on the oil sump that allowed a steady drip of oil which could easily be read by a simple glance at the surface below the car. The oil level thus could always be monitored without the vexing procedure associated with actually reading the dipstick. If there is no oil on the area beneath your Herald, it must simply mean that there is no oil in the engine. Simply add several quarts of Castrol until the level reaches the appropriate point, at which time the fluid will appear on the floor and you will be good to go.

Happy motoring.
BH



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



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* Past President



August 2014 Meeting Notes by ISOA Secretary Bob Streepy

THE AUGUST MONTHLY MEETING OF THE Illinois Sports owners Association came to [relative] order at 7:05 on the Sunday evening of August 3. President Mark Hattenhauer began the proceedings by introducing the board members and then inquired as to whether any new members were in attendance. Elliott Goldman of Northbrook, who owns a 1976 Spitfire, then introduced himself as a first timer.

The opening item on Mark's agenda was a discussion of recent Triumph related projects, and Joe Pawlak began the discussion by announcing that the rear suspension on his LD 2 Stag had been completed, and shortly the car would have all four wheels on the ground. Jack Billimack also stated that he had completed almost all of the suspension work on his Herald, and that it should soon be making contact with terra firma with its tires instead of Jack stands.

The discussion then turned to the topic of, "How did you come to have your first Triumph?" This question touched off a lengthy and highly amusing discussion thread and was begun by Bob Groman. His first Triumph, a TR4A, literally came to him in a dream while he was in college. He dreamt he bought a car with a bulging hood and shortly thereafter found the 4A, which he promptly bought. Dennis "Flicker" Hill said that he was tired of getting stuck in the snow with his MG due to its small wheels so he decided to buy a TR6 because of its 15 inch rims. Tim Buja explained his 1987 acquisition of his TR8, which he drove from the Southwest to Rockford after installing a water pump and battery. Mike Blonder then recounted the thrill he felt joy after his brother-in-law allowed him to drive his TR4, which led him to purchase a Four of his own. Joe Pawlak mentioned that his Oldsmobile 442, which got 7 miles to the gallon, was economically unfeasible for a high school student, so he sold the Olds and bought a 1965 Spitfire, which he has now owned for more than 40 years. Jack Gleason spoke about how he bought a high school friend's TR3, which was in

need of repair, for \$100. Jack managed to get the car running and then sold it back to his friend for \$250. He then bought it back later for \$100 and resold it for \$600. Jack Billimack bought his first Triumph - a 1955 TR2 and became the fifth owner of a four-year-old car. He has since owned 13 Triumphs and at one point, had five of them in his possession at one time. Jeff Rust described how as a 15-year-old, his brother gave him two Triumph Heralds, and he later bought a third for \$30. Dennis Delap's first Triumph was a TR6 that he bought in 1985. He then proceeded to cruise the streets of Sycamore trying to persuade people to give him abandoned Triumphs that he saw sitting in driveways. Dennis was immediately bestowed with a new nickname - Sanford - for his scavenging efforts. Frank Cartwright described his First triumph, a 1960 TR3 in which he had difficulty changing gears as a result of installing the clutch backwards. Peter Conover took the microphone to describe the TR6 he acquired from a fellow musician in Houston before his move to the Chicagoland area. Clearly the discussion could have gone on further, but Mark wisely tabled any further discussion for a future meeting

The conversation then turned to recent events, and Denny stock spoke about the summer tour/picnic which was very well attended. Jeff Rust gave a hilarious description of the Blonder-Hill wine tasting in Michigan, which may have included a bit of hyperbola. Fortunately, Terry Underhill was in attendance and provided the group with a more accurate account of the event. Denise Algaier spoke about the outing to Ravinia in late July, and, unlike recent visits to the concert, the group remained reasonably dry. Finally, Ronnie Moon spoke of the Union Transportation Extravaganza which had taken place earlier that day (see page 8).

The topic then shifted to upcoming events, and Jack Billimack outlined the activities listed on page 3 of this newsletter and elaborated on some of the particulars of the White Trash Night, Orphan Picnic, Randhurst Cruise Night, Geneva Concours, BCU meet, VTR convention, Six Pack TRials, and the fall color tour.

The monthly raffle, organized by Denise Ballard this month, was won by Pat Lobdell, who is now the proud owner of a fresh roll of electrical tape, a can of WD-40, some new drill bits, and additional ephemera which will certainly come in handy in the months and years to come.

The final event of the evening love was the nomination for the monthly awards given to those who have done things both good and bad for Triumphdom. The Peter M. Roberts nominees were: Joe Pawlak by way of Jack Billimack for printing and distributing the current ISOA roster booklets and Joe Pawlak again from Denny Stock for providing expert phone consultation when his TR6 stalled. Joe was able to diagnose the problem and explained how to repair the car over the phone, which enabled Denny to drive home under his own power. The other nominee was your humble and obedient scribe by way of Bob Groman for sourcing a rare TR feeler gauge which allowed the Major to complete his toolkit. The final nominee was Doug Larson who came to the rescue of Kim Jensen by bringing a container of fuel after Kim had managed to run out of gas on her way to the summer tour. In a landslide, the Stagmeister went home with the crystal chalice.

In the Boomer category, Kim Jensen, apparently feeling that confession is good for the soul, nominated herself for running out of gas on the way to the summer tour. Joe Kaplan also nominated himself for inadvertently disconnecting his headlights at the September meeting, and Roman Hrynewycz nominated Denny Stock for taking a wrong turn on his own tour even though Denny had actually designed the route himself. In a close vote, Kim narrowly edged Denny to take temporary custody of the bent wire wheel.

There being no new business, President Hattenhauer adjourned the meeting shortly after 9 PM. With apologies for any errors or omissions, respectfully submitted - your humble and obedient scribe.



Suds



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

•**For Sale:** 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:** 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 [8/14]

•**For Sale:** 1980 Spitfire 1500. Restored. Rebuilt motor. New Interior. Includes Fuel injection system-not installed. 56,000 miles. Jim 847/695-3672 [9/14 - not an ISOA member]



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

Ann Buja 9/01	Sheri Pyle 9/19
Jakob Snyder 9/05	Mario Picciola 9/20
Denise Ballard 9/09	Roman Hrynewycz 9/23
Joe Felix 9/09	Bill Pyle 9/23
Ed Klich 9/10	Steve Yott 9/23
Yves Boode 9/13	Nancy Grumbos 9/24
Stan Smith 9/13	Mike Marr 9/25
Mike Blonder 9/16	Kevin Chope 9/26
Kathy Swanson 9/17	Rosemary Sedlak 9/28
Jim Billimack 9/18	Kathy Mitchell 9/30

ISOA Membership Counts

152 memberships - 209 members

NEW MEMBER

Elliot Goldman
314 Basswood Dr., Northbrook, IL 60062-1043
Email: egcoils@yahoo.com
76 Spitfire 1500

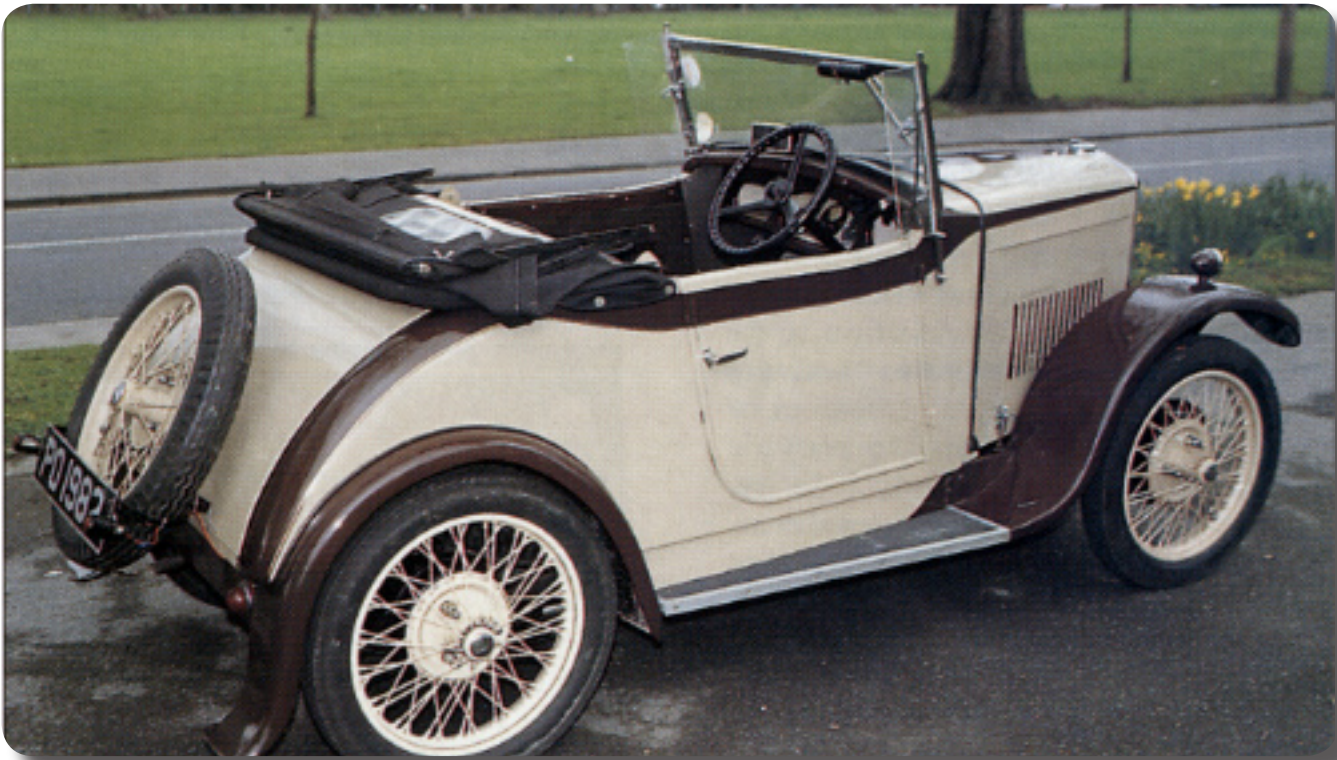
Snic Preview

Coming in your October newsletter to a sleazy newstand near you

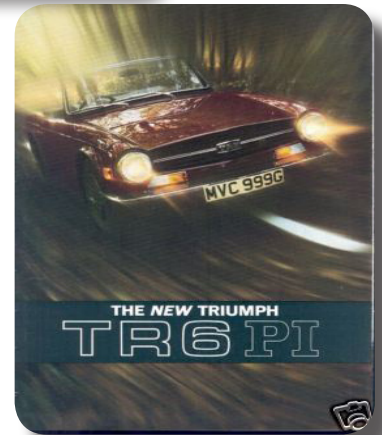
- LD 2 - Installment II
- Rumpus on Virginity
- Geneva Concours
- BCU
- Convertible Classic Tour

Lots More Stuff - maybe





1927 Triumph Super Seven two-Seat Tourer



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 *Braaapp*

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

THE REAR VIEW MIRROR

SEPTEMBER 2014



*Joe "Stagmeister" Pawlak's & Kathy "Schnapps'" LD2 Stag
as seen in 1970 factory publicity photo*