



Snic

Braaapp

October 2014

Vol. VII Issue No. 508

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*

BCU - 2014

TEXT BY BOB STREEPY - GRAPHICS BY THE AUTHOR



AS IF TO COMPENSATE FOR THE HORRIFIC STORM that wreaked havoc in Palatine two days earlier, Mother Nature provided the organizers and participants of the annual British Car Union with spectacular weather on Sunday, September 7 for the annual gathering of the tribe known as the Chicagoland British Car Festival. The BCU show has become a fall tradition for owners of vintage automobiles whose automotive DNA can be traced back to the British Isles. As has been the case for the last few years, the venue for this year's BCU was Harper Community College located at Euclid and Algonquin Roads in Palatine. Things got underway shortly after eight,



although the organizers had already been on site for several hours by the time the first of the nearly 500 cars began to arrive.

This year there seemed to be an effort on the part of the organizers to provide additional food

continued on page 12

INSIDE YOUR OCTOBER SNIC BRAAAPP

- LD2 Stag Restoration - Installment II
 - Rumpus On Virginitiy
 - Open Air Classic & Geneva Concours
 - Costello & Fisher go to the Ozarks
- Lots More Stuff

RECENT EVENTS OF IN "TR" EST



GENEVA CONCOURS D'ELEGANCE TEXT AND GRAPHICS BY BOB STREEPY



ON SUNDAY, AUGUST 24, THE 10TH ANNUAL Geneva Concours d'Elegance presented some 200 special interest cars attracting a vast throng of appreciative onlookers. This year the organizers chose to feature Italian cars along with models designed by Italian designers. Mustangs and V12 and V16 prewar supercars were the co-featured marques.

The show cars were staged along tree-lined public streets which had been closed to traffic. Since Giovanni Michelotti was responsible for the design of the Triumph Spitfire, TR4, and Stag, these particular Triumph models were included among the featured cars at this year's event. The TR4 and Stag belong to ISOA members Bob Streepy and Joe Pawlak, and Scott and Cheryl Stier (Model T speedster), Dennis Delap (Austin), and David Stauffacher



(TR6) rounded out the Coventry Irregular show car contingency. The car club corral was also populated by ISOA cars, including Triumphs driven by Bob Groman, Denny Stock, Tom Morgan, John Snyder, and Ronnie Moon. Still more ISOAers, including Larry Brown, Doug Clark, Dave Gurnik, Dan Jungles, Ed Klich, Andy and Carol Lischett, Kep Preble, and Bob Steele were also in attendance. Pat Morse was also there, too, appropriately enough, in the capacity as a judge.

Despite the high humidity and warm temperatures, the event drew an overflow crowd, which appeared to be most impressed by the vast array of rolling art that made up the show field. One car in particular that seemed to attract a great deal of attention was a rare prewar Chrysler Thunderbolt. The late-model Italian cars also (Ferraris, Maseratis, Lamborghinis, etc.) also drew considerable interest, but our humble Triumphs also attracted a fair share of interest, too.

By midafternoon, the heat and humidity had taken its toll on many of the attendees, and the event organizers began the closing ceremonies by awarding trophies to those cars that were judged as particularly noteworthy. To my surprise, one of the Triumphs (the TR4) was the recipient of a Benz trophy - a sculpted likeness of the builder of the first successful gasoline driven road vehicle.

The event organizers did a magnificent job of planning and coordinating the Concours. The yeoman efforts of the countless volunteers and judges, coupled with the cooperation of the community, came together to provide an excellent show, and plans are already underway for the 2015 edition. The venue, not to mention the show field, combined to make this one of the premier car shows in the Midwest.

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

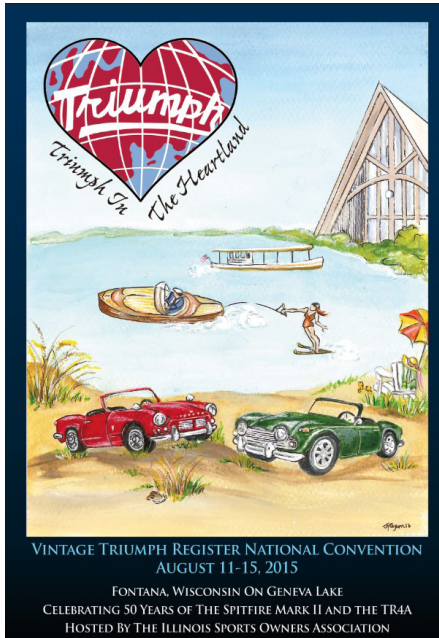
Month	Date	Day	Time	Event
Oct.	5	Sun.	7:00	ISOA General Membership Meeting (Board - 5:00)
	9-12	Th.-Sun.		6-Pack Trials - Oxford, MS
	10-12	Fr.-Sun.		Fall Color Tour Sat. [Dinner and Camping Friday]
	TBA	Sat.		Clinic?
	TBA	Sun.		Toys for Tots?
Nov.	2	Sun.	AM	North Shore to Brighton, WI, Run (Vintage cars)
	2	Sun.	7:00	ISOA General Membership Meeting [Board - 5:00]
	TBA	Sat.		Clinic?
Dec.	7	Sun.	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
	TBA	Sat.		Clinic?
Feb.	8*	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.		Clinic?
Mar.	1	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.		Clinic?

SNIC BRAAAP® 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 BRAAAP. Questions, comments, concerns, or great thoughts should be directed to:

*Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 e-mail: trstreep@sbcglobal.net
SNIC BRAAAP is published by: Integrated Graphics Inc.
1198 Nagel Blvd., Batavia, IL 60510 - 482-6100*



A LITTLE BS FROM BS



NEWS AND VIEWS FROM
THE BUSTED KNUCKLE GARAGE
BY SNIC BRAAAP EDITOR BOB STREOPY

IN ONE OF THE WORST KEPT SECRETS SINCE the declaration that Saddam had no WMDs, the announcement that the Illinois Sports Owners Association will serve as host to the 2015 Vintage Triumph Register Convention became official at this year's VTR convention in Dobson, North Carolina. In fact, plans to prepare for our sixth Triumph shebang have been underway for several years. By now, it is virtually common knowledge that the event will take place August 11th through the 15th at the Abbey Resort in Fontana, Wisconsin.

While some may question an Illinois organization holding an event out-of-state, the convention planners decided that the area would, in all likelihood, be more attractive as a vacation destination for a significant number of Triumph owners nation-wide than any venue in the metro area. The resort is only 5 miles north of the Illinois border, and the Lake Geneva region generally sports more Illinois than Wisconsin license plates during the summer anyway.

Our planners have arranged for Kas Kastner, the engineering mastermind behind much of Triumph's competition success in North America, to appear as our guest of honor. We are also very pleased that TS1 lo, the first Triumph TR to see the light of day, will be on display at the convention. Joining TS 1 will be Joe Pawlak's LD 2 Stag. The Spinal Tappets, our club house band, which was formed to perform at the 2005 convention, will play a set of parody songs at the welcome party, which we know will be extremely entertaining. Once again, we will hold all of the traditional convention activities, including a breakfast run, an ice cream run, a gimmick rally, a TSD rally, a funkhana, an auto-cross, and an auction. There will be several tech sessions presented by our own techsperts Joe Pawlak, Tim Buja, and Steve Yott, and we have secured the services of Mark Macy, the proprietor of Macy's Garage and the man responsible for the recent restoration of TS 1 to speak. [See page 13 for full tentative schedule]

We have secured commitments from some major Triumph parts vendors to be present at the convention as well. We've also arranged for an excursion boat ride around the lake, and there are several non-car related events to appeal to those who may not necessarily want to spend the entire week discussing air to fuel mixture ratios. We also have a pub crawl/scavenger

hunt on tap-so to speak, plus a visit to the Mecum Auto Auction facility.



Countless hours have already been spent in preparation for this convention in an attempt to make sure that things run smoothly next year. However, making sure that all of the activities come off according to plan will require the efforts of the entire membership. We need everyone to pitch in and help out next August in order to guarantee that the event comes off without a hitch. We need volunteers to assist with the funkhana, the TSD, the auction, the ice cream run, the breakfast run, the gimmick rally, the car wash station, security, registration, the car show, ballot counting, and more. Please consider making yourself available for a few hours next summer to help out.

ISOA has a well-deserved reputation as one of the premier Triumph clubs in the country in large part as a result of our successful previous conventions. Those conventions represent the high watermark for such events for many reasons, not the least of which is that countless volunteers sacrificed an hour or two of their time for the greater good of our club. Hopefully, that precedent will continue in 2015.



Suds



ON THE MARQUE

BY ISOA PRESIDENT

MARK "PAINLESS" HATTENHAUER

A GAIN I SAY..."IMPEACH THIS PRESIDENT!" But no one seems to be listening...so I carry on, business as usual.

October marks the end of summer, brings us autumn and the change of seasons. To address the concerns of global warming and climate change, I would like to make clear the long term global forecast for you by quoting that great weatherman, Al Sleet, "The weather will continue to change for a long long time." Enough said.

My TR6 has recovered from the TRansplant operation. The overdrive is in good stead (read sweet) and with a complete facelift of the front suspension by Dr. Yott, it appears ready for a TRip to Oxford, Mississippi, and 6-Pack Trials. Run, Forest run. Enough chitchat, let's get down to the month of October and what special days it shares with us.

First and foremost, October is National Pizza Month and I say, "Man cannot live on pizza alone, ask your friends to join you." Thanos fire up those ovens!

October 1st is *International Day of Older Persons* and I say, "Do I get a senior discount?"

•2nd - In 1948, the first American road race since World War II(the big one) took place in Watkins Glen, New York. In 1968, St. Louis Cardinals pitcher Bob Gibson struck out 17 Detroit Tigers in the first game of the World Series, breaking Sandy Koufax's record for the most strikeouts in a Series game.

•3rd On this day in 1995, O.J Simpson was acquitted. "If it doesn't fit, you must acquit."

•4th - *Kanelbullens Dag*. Can you say cinnamon roll day in Swedish? This is also *National Vodka Day* as well as *National Golf Day*. A little Absolut to wash down a pastry while playing golf...does life get any better than this?

•5th - On October 5, 1919, a young Italian car mechanic and engineer named Enzo Ferrari takes part in his first car race, a hill climb in Parma, Italy. And as they say the rest is history not a great

driver, but he knew how to make cars.

•6th - *National German-American Day* and *Mad Hatter Day*. This sounds like my day. And you say?

•7th On October 7, 1984, Walter Payton becomes the NFL's all-time rushing leader, breaking the record Cleveland's Jim Brown set in 1965. Da Bears!

•8th - *World Octopus Day*. I can't quite wrap my arms around this one. Don Larsen pitched a perfect game in game 5 of the World Series on this day 1956.

•9th - *Mold Cheese Day*. Is there any other kind?

•10th - *National Angel Food Cake Day*... and I say, "Let them eat cake!"

•11th was a big day in history. In 2008, Luc Costermans set a new world speed record for blind drivers at 192 mph. in a borrowed Lamborghini Gallardo on airstrip near Marseilles, France. Who lends there Lamborghini to a blind guy? Apollo 7, the first manned Apollo mission, is launched on this date in 1968. On this day in 1975, "Saturday Night Live" debuted with Chevy Chase, John Belushi, Dan Aykroyd, Gilda Radner, Garrett Morris, Jane Curtin and Laraine Newman. And for the daily double in 1975, Hillary married Bill Clinton in Little Rock, Arkansas. I'll Take SNL thank you.

•12th - *Moment of Frustration Scream Day*...everyone shout, "Don't worry, be happy!"

•13th On this day in 1792, the cornerstone of the White House was laid. What happened to don't ask don't tell?

•14th - *National Dessert Day*. Take two, they're small and eat dessert first, life is uncertain.

•15th - *National Grouch Day*. Can you say Oscar?

•16th - On this day in 1958, Chevrolet introduced the El Camino

•17th - On this date in 1973, OPEC declares an oil embargo. The price of gas more than doubles as a result, but 83 cents looks cheap by today's pump prices.

•18th - *National Chocolate Cupcake Day* and *Sweetest Day*. I'll have a cupcake please...

•19th - In 1982, John DeLorean was arrested in a \$24 million cocaine bust. He was later acquitted, ruled FBI entrapment. Better back to future than jail. At GM he is credited with designing the

GTO and the Firebird.

•20th - On this date in 1968, 21-year-old Oregonian Dick Fosbury wins gold setting an Olympic record jump of 7 feet 4 1/4 inches in Mexico City. This was debut of the "Fosbury Flop."

•21st - *Babbling Day*...as I Babylon.

•22nd - *National Nut Day*...sometimes you feel like a nut...October 22, 1962 was the Cuban missile crisis... Now Fidel Castro there's a nut for you.

•23rd - *iPod Day*. I'm going to play some Zeppelin.

•24th - The World Punkin Chuckin Championships at the Dover International Raceway.

•25th - *World Pasta Day*...make mine mostaccioli!

•26th is *Howling at the Moon Night*...a ooh werewolf in London.

•27th - On October 27, 2004, the Boston Red Sox won the World Series for the first time since 1918 vanquishing the "Curse of the Bambino". Does this vindicate Billy Buckner? Just asking...

•28th - *National Chocolates Day*...pass the Fannie May Pixies please.

•29th - *National Frankenstein Day*... Fronkensteen...what knockers. Oh, thank you, doctor.

•30th - On October 30, 1974, 32-year-old Muhammad Ali became the heavy-weight champion of the world for the second time knocking out 25-year-old champ George Foreman in the eighth round of the "Rumble in the Jungle." I am the Greatest...float like a butterfly sting like a bee."

•31st - *Halloween, National Carmel Apple Day, National Knock Knock Joke Day* and *National Magic Day*. A scary sweet funny magical kind of day.

Well, there it is the whole enchilada. Did I mention Taco Day? ...never mind. There are still plenty of events this month. You can choose the Fall Color Tour or 6-Pack Trials in Oxford, Mississippi. These are both great events. I will be headed south to Oxford, trying to extend summer, search for BBQ and some southern hospitality. I hope to see you all at the October meeting on the 5th.

See you down the road.

Painless



on the car on average about 2-4 hours per week. That number really says it all as far as how much realistic time it takes. However, if you are already 10 or more years into a restoration, this means you dedicated less than 15 minutes per week on the project. Seriously? If that is all you can devote to a restoration, why bother? For me, it's more of a lengthy sigh, because experience has taught me how much work there is to be done with a restoration. As you see in the pictures, this Stag was a mess. A solid mess, yes, a total write-off, no. Knowing the difference is key in deciding to restore a car or not. Sitting in a garage with a blown engine since the early 80's, there were some good and bad points.

PART 2: NEED MORE TOWELS JOE "STAGMEISTER" PAWLAK

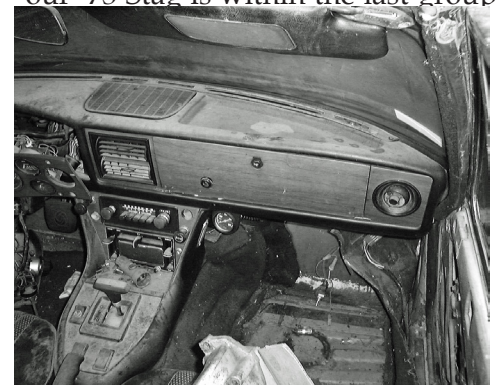
To say this rare, long lost Triumph "tools" and North American press car, the LD2 Stag, needs a lot of tender loving care would be an understatement. As with any restoration or resurrection, there is always a first step. While we acquired the car back in 2007, any action was delayed several years because of the planning, restoration, and other activities involving the Triumph TransAmeriCan Stag project. (The TTA project had a whole book written about it!)

The restoration really did not start until the fall of 2012, and even then, the schedule was not as aggressive as I had hoped, due in part, to business and personal demands. This series of restoration articles is intended to describe the process, time and investment it takes to restore any car. While there are always variations in a project,

they pretty much come down to the same steps. SNIC BRAAAP has communicated several of my restoration projects, which were intended to be entertaining and informative. At the end of each of these article submissions, I always put a "Time and Dollar Spent Total." This gives the potential restorer a base of what is involved and can either enlighten or frighten the reader. So the first step commenced with the initial evaluation and documentation of the car. Now, before anyone panics, remember that I have done this before.

I am not a new Triumph owner brimming with enthusiasm with a first time restoration. I often hear about the guy who still has the car he took apart, still in boxes and pieces from that initial weekend dismantling orgy. After 10, 20 or more years, the car is still not complete. All my restorations took anywhere from a low of around 200 hours to a high of around 300 hours. Typically, it takes me about 2-3 years to do a car. This equates to working

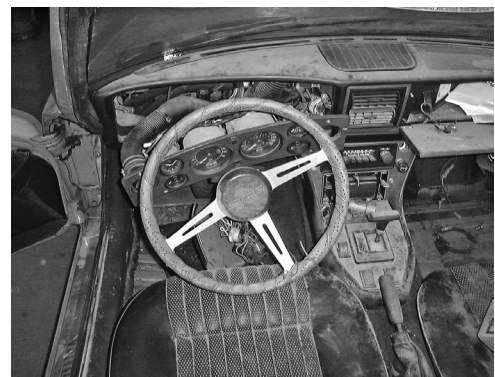
For the most part, the car was intact. Whatever was removed by the previous owner was retrieved and loaded on the trailer. The bad part was there were items missing. This was not a huge problem, because of the missing bits, none was of the unique persuasion. I started with some photo documentation of everything before I took it apart, but this is more for illustrative of the mess, than needing to remember how things went back together. With a multi-concours award winning 1973 Stag as it's garage mate, I have a perfect reassembly template to use. It is ironic that the commission number of our '73 Stag is within the last group





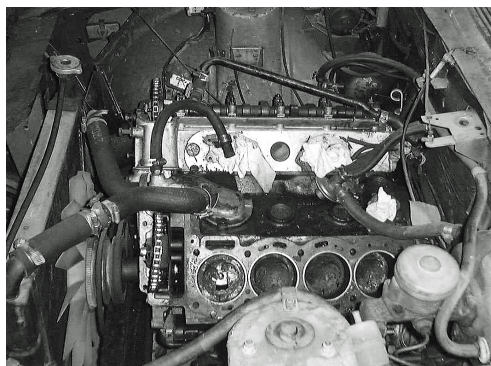
of Stags imported into North America, which, in turn, would be a guide in bringing the first one in back to life.

The exterior of the left side of the car contains a remote adjustable mirror. On some early LD2 press photos, a manual mirror is installed. Later photos show the remote mirror. I had to decide which configuration I would restore the car to. I also detected some serious issues on the left side of the car. We would see what lurked underneath during the strip-ping process. There was also extreme damage done to the top right front wing. It looked like something got dropped and crushed it dead center. This is a uni-body Triumph, so body panels are welded together and not simply bolted on. There was also damage to the right bonnet hinge as it was bent badly. Other than that, the car was very rust free which was probably due to the large amount of oil all over the body.



The interior shots show that a lot of cleanup work would be required. The dash wood was badly checked and cracked. I would have to re-veneer all of the pieces and match the wood grain. A preliminary cleanup of the seat covers revealed

that they were in marvelous shape. The seat foams were certainly the gelatinous goo normally found underneath. There was some minor damage to the driver's seat but I would leave it to the upholsterer to perform his professional magic for repair. There are some jobs that are best left to people who really know what they are doing, and I think there is a better than 90% chance that these can be saved and still look great. I was prepared to get new covers if needed. The whole interior would be renewed.



The engine bay picture is worth a thousand words. I will leave it at that. Yes, the left side cylinder head was already removed when I got the car. And yes, there was a hole in number 2 piston.

In our next installment, we will start removing everything, engine/driveline, suspension, and interior. This will be in preparation for getting the body tub ready for paint stripping and repairs.

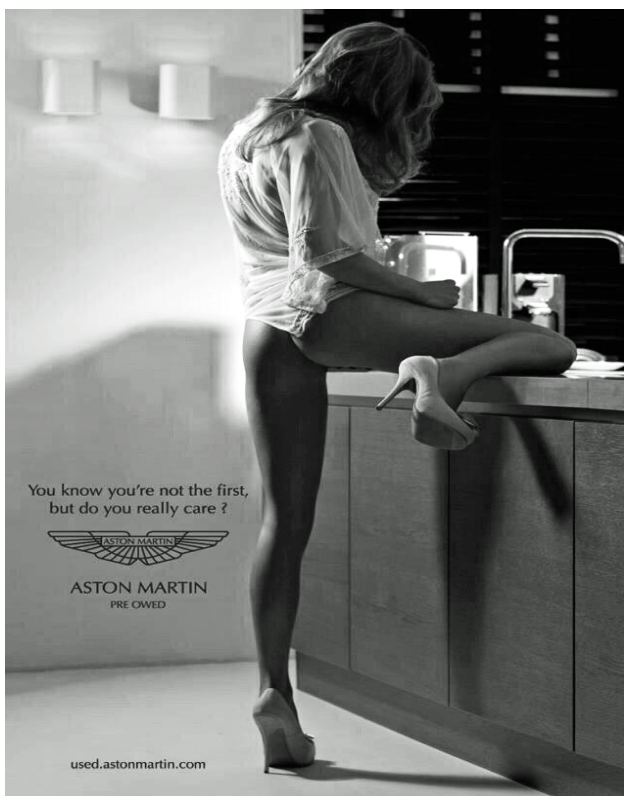


Total Hours: 2.2
5 (Moving from barn to garage)
Total Spent: \$0.78 in petrol for the 1947 Farmall "towing" tractor.



ISOA TECHNICAL EXSPURTS

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



ON VIRGINITY

BY DAVE "RUMPUS" KANZLER

When a friend of mine sent me this ad for Pre-owned Aston Martins, I was, as a Phil Donahue-schooled male, quite naturally offended at its overt sexism. My first instinct was to delete it, but then I heard myself say, in a voice sounding strangely like Dr. McCoy from Star Trek, "Dammit Jim, I'm a journalist." As a journalist, no matter how offended I am, I must seek to answer the question that the ad poses. "You know you're not the first, but do you really care?"

Certainly, all other things being equal, one would prefer a new car over a used car. I'm sure we all have fond memories from our youth of that new car smell. Can the same be said of being "first" with respect to the opposite sex? (Legal notice: the use of the phrase "opposite sex" is not meant to offend the LGBT community, the author is merely speaking from his own experience.) I have been the "first" once in my life, and I, like Kevin Spacey's character in the movie, "American Beauty," would prefer never to be that again. She cried all night long, and I remember thinking, "If they cry every time, it is hardly worth all the fuss."

But all things are not equal. Every issue of *Classic Motorsports* magazine has a section called, "Depreciation Station" where they pick used car models that are great buys relative to their original purchase price. And we all probably know someone who only buys late model low mileage used cars, never new cars. Typically, these are accountants with complicated spreadsheets who are only too proud to discuss their car value algorithms at length sitting next to you at a dinner party. (Legal notice: Mr. Kanzler is a CPA, so he can make fun of accountants, no letters please.) The Porsche that I traded in was advertised on the dealer's web-site as a "Two owner" car, and when I asked to interview the Trade-in Manager about how the

number of prior owners factored into the price (Journalist, remember?), I was told, "Our Employer AutoNation doesn't let us give interviews (Personnel policy.) Sorry!" So I called the guy who sold me my sailboat at Crowley's Boat-yard, and he said, "Generally the fewer owners the boat has had, the better. A thirty year old, one-owner boat has most certainly been better cared for than the same aged multiple-owner boat." We will assume the same is true for cars.

With respect to the effect of "experience" on the value of a bride or groom, we must turn to an article in the *Journal of Economic Perspectives* entitled, "The Economics of Dowry and Brideprice" by Siwan Anderson (note the serious ass journalism people!) Dowry (what the bride's family pays to the groom's family) is unrelated to either the bride or groom's "experience" level. It is positively correlated to the income and social status of the bride's family and developed to ensure families of equal social status intermarry. Brideprice (what the groom's family pays to the bride's family), on the other hand, positively correlates with three factors: the bride's virginity, the younger the bride, and the more distant the bride's family relationship with the groom (distant cousins cost

more than first cousins). The main driver of brideprice is reproductive capabilities. So while virginity is a factor, it appears that a 19 year old widow would demand a higher brideprice than a 33 year old virgin.

Lastly, we must address the issue of the "double standard." When someone buys a used car, they inevitably ask, "How many previous owners?" However, the car salesman never asks the buyer, how many cars have you owned? Likewise, a man with a lot of "experience" may be celebrated as "stud," while a woman with a lot of "experience" is often derided as another 4 letter "s" word also with a "u" and "t" in it. The show "Seinfeld" tried to address this injustice by coming up with the term "Mimbo" for the male bimbo, but it never quite caught on like "soup Nazi" or "shrinkage."

At the very end of his famous 1968 "Special Report on Vietnam," the great newsman Walter Cronkite formally stepped out of his role as journalist and announced he was now speaking as a commentator; likewise, I will now do the same to answer the question posed by the ad, "You know you're not the first, but do you really care?" I guess it depends. If we are talking "test drive" only, I don't care how many owners an Aston Martin has had, I am driving that car. As for the woman pictured, given the appropriate precautions are taken, I'm thinking that the sky is pretty much the limit as well (unless she smokes!). Now, as for ownership, I'd certainly would want the Aston Martin checked out first regardless of the number of owners, and I wouldn't care who owned it prior to me unless it was Jeffrey Dahmer or a Green Bay Packer (all from Wisconsin, coincidence? I think not). As for a longer term relationship with the woman in the picture, I'd have to say that the higher her "count" the more I would care. "Who" was included in that count would also be important. Again channeling "Seinfeld," there was an episode where Jerry dated a gal who had slept with Newman, and that was a deal breaker for him. I think the moral of this story is that with cars the more you know the better, and with your significant other: ignorance is bliss.

Rumpus



MARKS IN THE OZARKS
SILO AND ELVIS

BY THE TIME I GOT TO WOODSTOCK..., I was half a mile from Mark's shop (and two hours late). Silo already had his new Ford F-150 hooked up to Yves' trailer, loaded with his Lotus, two camp chairs, two motorcycle helmets, a cooler half full of beer and pop, and a quarter full of ice. I was packed like Thurston Howell III for a three tour.

We opted for the back roads out of Woodstock to eventually reach the outskirts of St. Louis by dinnertime. After 6+ hours of relatively eventless, but scenic driving, we pulled into our motel. Upon arrival at the Wagon Wheel in Cuba, MO, on historic Rt. 66, we discovered all of the other members of the Midwest Se7ens Gathering had already left for dinner about 14 miles away.

Thinking like guys think, we pulled Silo's 1959 Lotish XV out of the trailer and into a drizzle. We accelerated down the on ramp at a speed well in excess of the posted limit. Once in the left lane, we buzz-bombed up Route 44 to catch the club whilst they still ate.

Upon arriving at Sybil's, it was brutally obvious we were a bit shy of the expected dress code, and I was glad that I had at least worn my good Rolling Stones T-Shirt. Silo on the other hand, well at least he's tall. The Se7ens Club was finishing up and left early, but we hung around and had a fantastic meal with excellent service.

After dinner it was dark. Very dark. We had a GPS so we chose to go a more scenic and, hopefully, safer route than the expressway. After turning on Route KK, we had about 7 miles of uninterrupted twisted ribbon until we

came upon Route ZZ. The Route ZZ blacktop was an 11-mile stretch of hills and curves with an unblemished surface. We had the car in 4th gear with minimal need to upshift or downshift but definitely two handed driving territory. Along the way, we passed the "Vacuum Cleaner Museum," but our manifest good taste and decorum prevented us from making a cheap suck joke at their expense. Feel free to take a moment and insert of your own now, (we'll wait).

Once we arrived back at the Wagon Wheel, we had a quick beverage with the Se7ens group and called it an early night in an effort to be ready for the morning "blat."

In all, there were 13 different cars and about 30 people in attendance. The cars included a true Lotus 7, a couple Stalkers (no relation to Jeff), Caterhams, Locosts, an Espirit, an Elise, a Westfield, and finally the Lotish 15. I want to be clear, these people like to drive and drive fast. The original plan was for 300 miles on day 1. We came up a little short and pulled back into the hotel after about 220 miles of Lotish 15 break-in time. The car ran flawlessly. It was fast, smooth, taut, and loud. Not in that order.

On day one, Silo and I both sported boonie hats and goggles and looked like extras in an F-Troop casting call. There were plenty of twists and turns and best of all almost NO traffic. In fact, we only had to hold up for about 5 minutes, while a tractor moved from one field to another.

As far as the locals, we couldn't have asked for better. They were hospitable, polite, and inquisitive. There was no shortage of cars and community waving as we passed. Near the end of blat 1, we stopped for lunch at the Wurst Haus. Despite a winery tour on the docket, only Silo and I attended. But we were glad we did, as the proprietor and staff were friendly and told us all kinds of new fancy wine terms we can use to sound smart at our next tasting.

Friday night ended a lot like Thursday night, early and exhausted and ready for bed after a huge dinner at Fat Jacks BBQ.

Saturday morning started with coffee and Danish at the local Mennonite bakery where we ran across the Menonite

Mike Blonder. Once again, there was a full crew of 13 cars, although one of the Stalkers was replaced by a pristine black 1973 Elan from Illinois. Due to inclement weather, the start of blat 2 was delayed about two hours. Once the skies cleared a bit, we donned foul weather gear and motorcycle helmets. Silo looked like a rejected Happy Meal Toy, and I looked like Mini-Stig. Together we resembled the Daft Punk autocross team.

After about an hour cruise from Cuba, we had a nice lunch at the Horseshoe Bar and Grill. It was more of a biker bar, but the staff was friendly, the food was good, and with more weather popping up on the Doppler, we had a chance to bid farewell to the rest of the Se7ens members as we choose to go back to the Wagon Wheel and head back home.

Although we drove the same road back to the hotel, dry pavement allowed us to increase both the rpm's of the car and rate of our pulse. Silo had a hoot as he had 45-minutes of pure unimpeded progress except for the occasional turtle. ead turtles literally littered the roadways throughout our adventure. You'd think they would be a little faster.

After buttoning up the trailer and turning in our room key, we headed home. Whilst driving north on I-55 just south of Springfield, we noticed the rapid rate of descent of the white clouds vs the black clouds. Combined with the unexpected cars and trucks on the side of the highway just waiting it out, we thought a tornado may be only a few miles ahead. It was pretty hairy. We opted to join the spectators and let the storm pass over the highway prior to chancing a visit to Oz.

Most of the rest of the trip was fairly uneventful except our gas stop at the "Worst F-ing gas station on the planet," to quote another unhappy customer. This place was a dump. They didn't have enough coffee to fill two cups, and it was run by a bunch of dropouts from the prison release program.

Once back on US 39, we headed back to Woodstock, shook hands, and promised to do again. Overall, a very good time was had by both.

Elvis & Silo
(alphabetical and by height)



OPEN AIR CLASSIC

TEXT & GRAPHICS BY JACK BILLIMACK
AS TOLD TO BOB STREEPY



THE OPEN-AIR CLASSIC, A 3-DAY TOUR along Wisconsin's rustic roads limited exclusively to convertibles, took place in the "Coulee Country" a.k.a. West Central Wisconsin from August 21 through the 25th. Among the 200 cars which participated were five Triumphs, including ones driven by ISOAers Doug and Debbie Larson [TR6], Kim and Judy Casper [Spitfire], and Jack and Barb Billimack [TR 4A]. Other Triumphs included a TR3A driven by Ken Smith, and a TR 3 owned Bob and Pat Kessler both of whom hailed from Wisconsin. The Triumph contingent was supplemented by a late-model Mustang driven by Sandy and Jerry Hurst.

The Coventry Irregulars met in Brooklyn, Wisconsin, for breakfast



and proceeded to Belleville to visit the Duluth Trading Company outlet store. Then they followed a route prepared by automotive journalist extraordinaire and Wisconsin native, Peter Egan. The route followed plenty of great roads, and the group encountered very little traffic on their way to Lacrosse, arriving in time for check-in and dinner at the Stoney Creek

Lodge in Onalaska, WI. At the OAC Registration Center, the participants picked-up their welcome kits, credentials, guides and car numbers and attended a welcome reception and driver's meeting Thursday night. Afterwards, they took their solemn Navigator's Oath and caught up with old and new touring enthusiasts.

Friday's driving theme was Discovering the Spirits in the Hills, in what OAC called "Coulee Country." The route took the tourists through the communities of Onalaska, LaCrosse, Barre Hills, Cashton, Leon, Sparta, Cataract, Four Corners, Melrose, Franklin, Hegg, Beachs Corners, Ettrick, Mindoro and West Salem. The Triumphistae stopped at a cheese company and at a golf course for a putting contest. They had lunch at a local restaurant and visited an art gallery, drive-in, county museum, grotto with many unusual glass items, a couple of wineries, a pub, and Mindoro Cut (a major hand-cut pass through the "mountain" so dairy farmers could get their



milk to the creamery more easily). They returned to the host hotel after covering about 145 miles.

On Saturday, the route was entitled, "More Great River Road, More Jaw-Dropping Scenery, More Minnesota!" As in past years, there was an OAC Modified LeMans Start. The route went along the Great River Road and through the "Minnesota Bluff Country." Along the way, the group stopped at a Norse bakery, pie shop, art gallery, winery, the Pedal Pushers Cafe in Lanesboro where

Jack risked almost certain death by ordering a pickled herring/ apple/ onion sandwich on black rye bread. That afternoon, the OAC Great River Topless Rendezvous Concours was held in Winona, and there was an OAC Putting Championship. Doug came away a big winner (\$16). After the car show, Doug and Jerry took Jack to a nearby Farm & Fleet to



get a bolt to attach to his rear shock absorber, but otherwise, there were no roadside troubles by anyone in the ISOA group. There was an engine fire in a Ford Sunliner, but the car was back on the road on Saturday.

On Sunday morning, there was an early, "Even More," self-guided cruise through the area followed by an awards presentation along with drawings for various prizes, wrapping up around noon. The ISOA group took separate routes home on Sunday with Larsons and Billimacks driving together most of the way, stopping at a roadside biker bar and grille for lunch after getting up enough nerve to enter.



Next year's OAC will take place in a secret [for now] Aug. 20-23, 2015.

Spuds



VTR 2015 - Fontana, WI

2015 VTR Convention Hosted by ISOA
 Aug. 11-15, 2015
 The Abbey Resort, Fontana, WI



Fall Foliage Tour/Campout
 Sat., Oct. 10-12

Depart from The Abbey Resort in Fontana, WI.
 Meet in the main lobby by the fireplace for our
 driver's meeting at 9:15 ISOA time.

RSVP & Contact info:

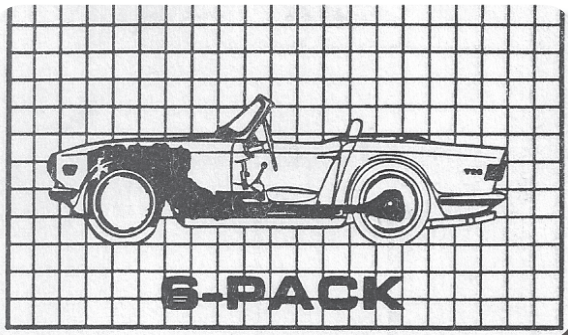
Kim Casper

262/878-2337 res. - 262/939-5463 cell

kimcasper@wi.rr.com



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



2015 TRials
 Sept. 16-19



2015 ISOA Big Bash
 Jan. 24, 2015
 Moretti's
 1175 Lake St., Bartlett, IL

RECENT EVENTS OF IN "TR" EST



BCU - continued from page 1

vendors, much to the delight of the hungry participants who not only had more culinary options, but faced shorter lines to satiate their appetites. The number of vendors, in general, seemed a bit greater too, and many of the attendees gleefully rummaged through tubs of rusty, greasy British automotive effluvia.

The Coventry Irregulars were particularly well represented at the club tent, where they prominently displayed our club banner, in addition to a poster promoting the 2015 VTR convention. Club members also distributed back issues of this newsletter, apparently in a not-so-subtle attempt to discourage any newbies from joining the organization. We also played a promotional video extolling the virtues of next year's convention and distributed promotional brochures to all of the Triumphs on the show field

In addition to TR 3s, 4s, 6s, wedges, and Spitfires, that made up the preponderance of Triumphs on display, the show field featured some unusual entries, including an 1800 Roadster, a Mayflower, a TR6 bodied Corvette, and an electric powered Spitfire. Around 11:00 AM, your humble and obedient scribe mumbled a few words on the history of Triumph motorcars and babbled on about some of the similarities and differences of the various Triumph models on display at the show.

The participants choice balloting deadline was 1 o'clock, and as is the custom, it fell to the members of ISOA to tabulate the results. In the absence of Jack Billimack, who was on his way to Dobson, North Carolina, to attend this year's VTR convention, Rosanne Felix stepped up and oversaw the ballot counting. The results were tabulated in record time, prompting some to speculate as to whether or not

Jack's job as chief ballot counter might be in jeopardy for 2015.

Around 3:00 PM, the awards presentation took place, and many of the Coventry Irregulars headed home with some new memorabilia just in time to watch the Bears lose in overtime.

It goes without saying, that an event of this scale takes an immense amount of planning and preparation. Our collective thanks go to all of the BCU reps in general and our own Peter Conover, John Hall and Paul Barthel, in particular, for their year-round efforts to make this event such a success. We would also be remiss if we failed to mention the efforts of Rosanne Felix and Tim Buja who oversaw the balloting tabulation and for all those who took time away from the event to recruit some fresh blood at the ISOA tent.

Suds





Ordinarily this space would contain some scribblings related to the most recent monthly meeting, but since there was no meeting in September, we have included the schedule for next summer's VTR convention. It's never soon to start your planning. Ed

2015 VTR TENTATIVE EVENT SCHEDULE



Tuesday, Aug. 11

- Registration 8:00 AM - 6:00 PM
- Autocross Tech Inspection 10:00 AM - 3:00 PM
- VTR Board Meeting 10:00 AM
- Self-Guided Touring On You Own
- Funkhana* 12:00 PM -4:00 PM
- Chapter Presidents and Coordinators Luncheon 12:00 PM -1:30 PM
- Tech Session 1 1:00 PM - 2:00 PM
- VTR Membership Meeting 4:00 PM - 5:00 PM
- Welcome Reception 7:00 PM -10:00 PM

Wednesday, Aug. 12

- Registration 8:00 AM - 6:00 PM
- Autocross Tech Inspection 10:00 AM - 3:00 PM
- Breakfast Run* 7:30 AM -10:00 AM
- Tour of Mecum Auction House 10:00 AM -11:30 PM
- Funkhana* 12:00 PM - 4:00 PM
- Bootlegger Gimmick Rallye* 1:00 PM - 3:00 PM
- Tech Session 2 1:00 PM - 2:00 PM
- Tech Session 3 2:00 PM - 3:00 PM
- Concours Judge's School 3:00 PM - 4:30 PM
- Ice Cream Run* 7:00 PM - ???

Thursday, Aug. 13

- Registration 8:00 AM - 6:00 PM
- Autocross Tech Inspection 8:00 AM - 9:00 AM
- Autocross* 9:00 AM - 1:00 PM
- TSD Rallye* 2:00 PM - 5:00 PM
- Tech Session 4 1:00 PM - 2:00 PM
- Tech Session 5 2:00 PM - 3:00 PM
- Pub Crawl/Scavenger Hunt 1:00 PM - 4:00 PM
- Auction Preview 7:00 PM - 8:30 PM
- Auction 9:00 PM - ???

Friday, Aug. 14

- Judges Breakfast 7:00 AM
- Panoramic Photo 7:00 AM
- Registration 8:00 AM - 10:00 AM
- Participant's Choice & Concours Car Show 9:00 AM - 12:00 PM
- Lake Geneva Excursion Boat Cruise 1:00 PM - 3:00 PM
- Cocktail Reception 6:00 PM
- Awards Banquet 7:00 PM

*qualifies as required driving event

2014 ISOA BOARD OF DIRECTORS

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

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

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

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

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

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

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

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

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

* Past President



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

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

•**For Sale:** 1980 Spitfire 1500 Restored. Rebuilt motor. New Interior. Includes fuel injection system-not installed. 56,00 miles. Jim 847/695-3672 [9/14 - not an ISOA member]

•**For Sale:** 6,000 lb MID-RISE SCISSOR LIFT-Make Triumph ownership pleasant again–no more crawling under your Triumph up on jack stands. This lift [Atlas® TD6MR] has a max lift height of 53", is portable using the included remote 120V power cart. The lift can easily be moved around the garage floor, or even outside, for easy undercarriage cleaning. Multiple positive safety locks. Complete with truck/car adaptors and custom-made folding wooden ramps to allow a low-slung Triumph to clear the lift. Sold new in '06 by Greg Smith Equip–current new price \$1,495.00. his unit is in perfect condition. Located in Lexington KY, buyer to arrange transportation. This lift is for sale due to being replaced by a 2-post lift, made possible by a new garage with more headroom. \$600.00 firm. Contact: Harry – 678 296 4716

Snic Preview

Coming to a sleazy newsstand near you in your November newsletter

- 2014 VTR Convention Report
 - Meadowdale Memories
 - Fall Colour Tour
 - Cantigny Car Show
 - Engine Summer
 - LD2 Part III
 - Rainman's Road America Report
- Lots More Stuff**



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

Larry Brown 10/01

Jim Aldridge 10/05

George Loss 10/07

Neil Benchell 10/09

Marilyn Bailey 10/10

Peter Conover 10/11

Dick Burdette 10/12

Karen Rust 10/12

Gloria Cappelto 10/12

Debbie Zajac 10/13

Mark Furse 10/14

Sandy Hurst 10/16

Jill Burdette 10/17

Yvonne Kolton 10/19

Jack Gleason 10/21

Tom Morgan 10/22

Doug Larson 10/26

Chuck Hall 10/27

Sue Paulsen 10/27

Rich Frain 10/30

Barb Billimack 10/31

Ron Danihel 10/31



ISOA Membership Counts

171 memberships - 229 members

New Members

Gary Fager

13635 S Western Ave., Blue Island, IL 60406-3238

708 214-3480

69 TR6, 74 TR6, 71 Spitfire

Jim and Julie Roberts

11181 Branding Iron Ln., Roscoe, IL 61073-8159

H: 815 623-2311 - EMail: jbrfun1@aol.com

71 TR6

Mike and Susan Maienza

1015 Lathrop Ave., River Forest, IL 60305-1450

H: 708 860-1142 EMail: mmaienza@avanticapital.com

76 TR6, 75 TR6, 72 TR6, 71 TR6



Triumphs
in the
Heartland

VTR 2015 - Fontana, WI

August 11-15, 2015

Celebrating Fifty Years of the
Spitfire Mark II and the TR4A

Hosted by the
Illinois Sports Owners Association

2015vtr.com

Original convention artwork by Joe Pawlak

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

Brapp

THE REAR VIEW MIRROR

OCTOBER 2014



[L] 1965 SPITFIRE MARK II OWNED BY JOE PAWLAK AND [R] 967 TR4A OWNED BY STEVE YOTT
CO-FEATURED MARQUES AT 2015 VTR CONVENTION