



Snic

Braaapp

Special Fall Colour Issue

NOVEMBER 2014

Vol. XI Issue No. 509

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

VTR CONVENTION 2014

TEXT BY BOB STREPEY - GRAPHICS BY THE AUTHOR, JACK BILLIMACK, AND ROMAN HRYNEWYCZ



THE 2014 VINTAGE TRIUMPH REGISTER NATIONAL CONVENTION was hosted by the Triumph Club of the Carolinas in Dobson, North Carolina, from September 9 through the 14th. A contingent of 15 Coventry Irregulars made the 750 mile trek from the Windy City environs to the boyhood home of Andy Griffin in two separate caravans. The first group left on Saturday, September 6, and followed a leisurely pace along a circuitous route that took them through Kentucky and Tennessee and was highlighted by several runs through a section of TN Hwy #129 better known as the "Tail of the Dragon." This group consisted of the Billimacks, Larsons, Hursts, Mantels, Roman Hrynewycz, and Ed Klich.

The second group left on Tuesday morning



and was made up of Jay Holekamp, Irv Korey, Pat Lobdell, Murray Bruskin, and your humble and obedient scribe. This group took a direct route along interstate highways through Indiana, Ohio, West Virginia, Virginia

continued on page 10

INSIDE YOUR NOVEMBER

SNIC BRAAAPP

- LD 2 Stag Resurrection - Installment III
- Rainman & Smokey on Road America
- Engine Summer
- Rumpus' Tale of Woe
- VTR Regalia
- Fall Color Tour
- Meadowdale Memories

Lots More Stuff



FALL COLOUR TOUR

TEXT AND BY BOB STREEPY

GRAPHICS BY THE AUTHOR AND DENISE ALGAIER



AS IF TO MAKE AMMENDS FOR THE COLD, wet, condition that plagued the last few fall color tours, Mother Nature blessed the Coventry Irregulars of ISOA on Saturday, October 11, with cool, clear, crisp autumn weather to enjoy a perfect day for touring the rustic highways and byways of southeastern Wisconsin. This year's fall tour, expertly planned and organized by Kim and Judy

bey, where Kim distributed goody bags containing some imported tools from the Harbor Freight Tool Boutique. He then handed out detailed route sheets for the first leg which took the group along a 34-mile back road excursion. The route traversed quiet two-lane blacktops and looped back to the Abbey in just under an hour. Unfortunately, Jim Aldridge's Spitfire was plagued with a fuel supply issue that prompted him to bail out early on. Ultimately, the Spitty was taken, thanks to the benevolence of Ed Klitch who offered the use of his trailer. to the

ed along some 25 miles of rustic roads to East Troy where, among other things, they visited J. Lauber's 1920s ice cream



parlor, an old fashioned confectionary next to the East Troy Railroad Museum depot. Some opted for frozen dairy treats there, while others browsed through the museum. From there, the group headed to Gus's Drive-in where they enjoyed lunch at the 50s themed eatery which will serve as the end point of the ice cream run at next August's convention.

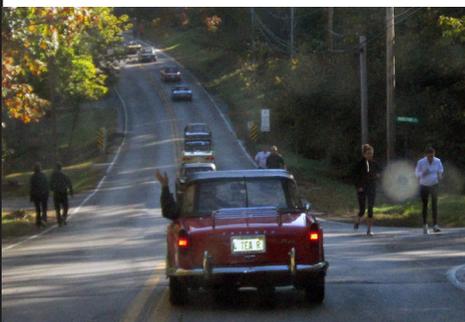


Silver Lake Triumph Centre where Steve Yott diagnosed the issue as a clogged fuel filter. Steve also replaced an alternator on the Holbrook Stag. In the meantime, the rest of the group reconvened at the Abbey, and turned in their tour sheets. Kim then distributed the directions for round two - the ice cream run.

As the group set off on the ice cream run, the temperatures warmed up a bit and many of the tour participants opted to drop their tops as they proceed-

Following lunch, it was back to the Abbey for the third and final stage of the tour which served as a prelude to next summer's gimmick rally. Prior to the actual tour, the group stopped at the nearby Duck Pond Recreation Area to pose for a group shot at the site of next year's planned panoramic photo. Then it was on to the gimmick rally. The route, which took roughly 2 hours and covered about 60 miles through some very scenic roads in Lake Geneva, Williams Bay, Delavan area, ultimately looped back to

continued on page 8



Casper, was a prelude to three of the driving events scheduled for next summer's VTR convention. The fall color tour combined next summer's VTR breakfast run, ice cream run, and gimmick rally into a full day of driving enjoyment.

Nearly two dozen ISOAers convened at the site of next year's convention, the Abbey Resort and Conference Center in Fontana, Wisconsin, at 9 AM Saturday morning. The assemblage convened in the courtyard of the Ab-

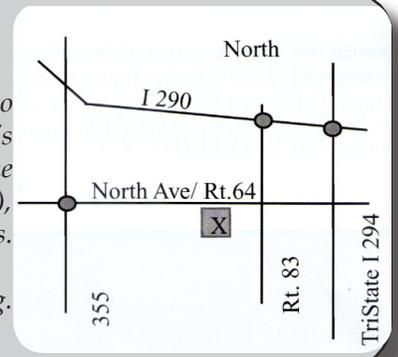




ILLINOIS SPORTS OWNERS ASSOCIATION

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.



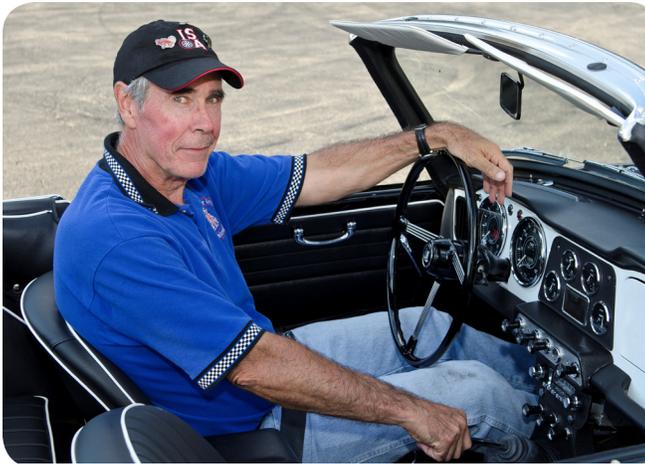
ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
Nov.	2	Sun.		North Shore to Brighton, WI, Run (Vintage cars)
	2	Sun.	7:00 PM	ISOA General Membership Meeting [Board - 5:00]
	22	Sat.	8:00 AM	Door Inners Repair & Rebuild Clinic - Silver Lake Triumph Centre, 1000 E. Lotus, Unit #7, Silver Lake Wi. 53170
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?
	30	Sun.	8:00 AM	18th Annual All British Car Swap Meet & Autojumble
Apr.	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.		Clinic?
	31st	Tues.	3:00 AM	43rd Annual ISOA House on the Rock Spring Tour

* Not the first Sunday

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 - 630/482-6100



A LITTLE BS FROM BS

NEWS AND VIEWS FROM
THE BUSTED KNUCKLE GARAGE

BY SNIC BRAAAP EDITOR BOB STREEPY

BY THE TIME THIS MOST RECENT ISSUE of the Coventry Irregular birdcage liner known commonly as SNIC BRAAAP reaches your doorstep, the 2015 VTR convention website, should have found its way onto the information superhighway. The chief architect responsible for the design of the site was ISOA member and Rusty Galore hotshoe Karsten "Black Flag" Kell, who was assisted by graphics guru Chris Morgan, the male heir to stately Morgan manner currently occupied by Rainman and Smoky.

The site enables the cyber literate to register, order regalia, sign up for such optional activities as the breakfast run, the excursion boat ride, and the banquet and pay for it all through the convenience of PayPal. It also enables those who prefer to pay by check the option of printing the registration form, filling it out, and the mailing it along with a personal check to the registrar.

In addition, the website also contains information on reserving a room at the host hotel at a considerable discount from the regular rates in effect at the Abbey. The website contains a schedule of tentatively planned activities day by day and hour by hour. There is also some general information on our co-featured models - the Spitfire Mark II and the TR4A, both of which celebrate their golden

anniversaries next year. There is also some background information on our tech presenters, as well as a short biography, reprinted with permission from Moss Motors, of the convention's featured guest - former Triumph race team manager Kas Kastner. We've also included a list of nearby attractions which might be of interest to our guests.

Some may question the choice of words when referring to the registrants as "guests." The term is, I believe, quite appropriate. The attendees at next year's convention, in many cases, will have traveled considerable distances and allocated a significant amount of currency in order to attend this event. Their presence at the convention in significant numbers will enable ISOA to remain economically solvent for years to come. The proceeds from the 1985, 1995, and 2005 conventions each enabled us to remain on solid financial footing for a decade. We hope that this will also be the case for the years 2015 through 2025. For that reason, while it is certainly obvious to most of the Coventry Irregulars, it bears mentioning that it is imperative that we do everything we can to treat these people with the utmost courtesy

given the fact that they are, in effect, subsidizing our club for the next ten years.

While it should be obvious to everyone that treating the registrants with courtesy should be automatic, and that no one ought to need reminding, there were instances at a recent convention at which some members of the host club were less than polite to their visitors. It is inevitable during the 2015 convention that glitches will likely occur, and some of us may become a tad frazzled as we try to sort things out. It is also not beyond the realm of possibility that some of our "guests" may appear rude and demanding and that the temptation, especially if we might be having a bad day, to tell them to perform a physically impossible sex act upon themselves might be tempting, such imperatives will certainly be better off unspoken.

I honestly believe that when it's all said and done, next year at this time we'll look back at the convention favorably. There may be a few tense moments here and there and some of our "guests" may test our patience, but in the long run, let's keep in mind that our "guests," even the obnoxious ones, are keeping ISOA in the black for years to come. From that perspective, dealing with any difficult "guests" should become much easier.

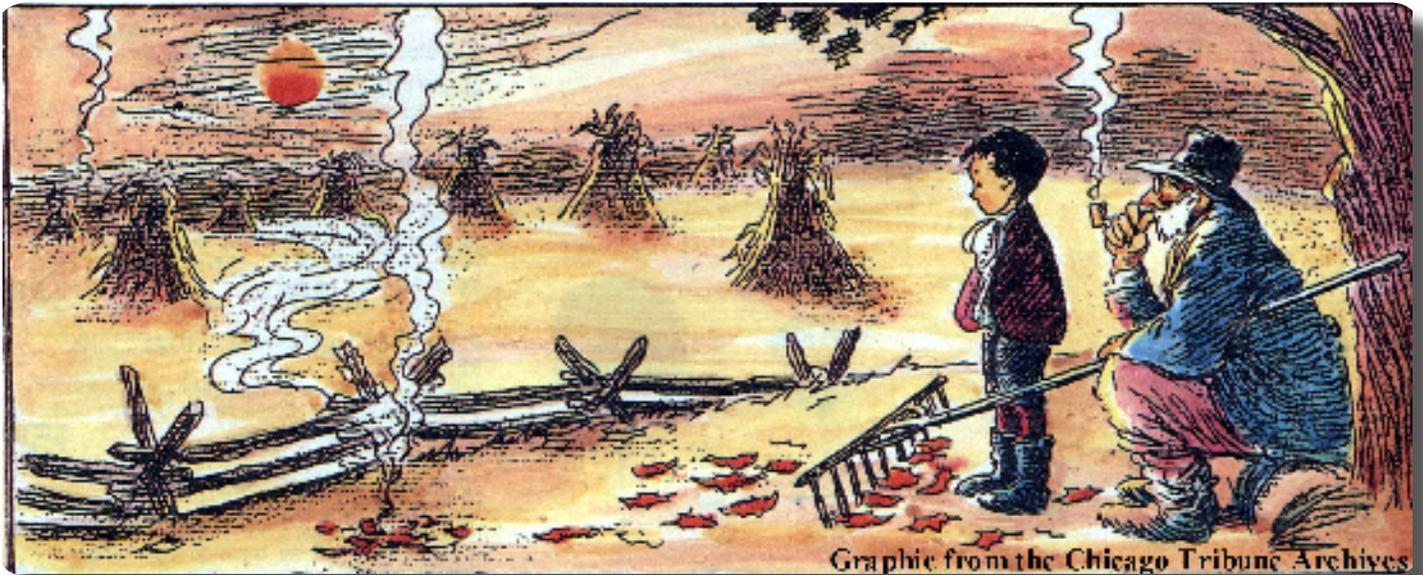
Suds

SNIC BRAAAP would like to extend get well wishes to Joann Bennett, the wife of Bob Groman, who is scheduled for major surgery on Nov. 11. Let us all keep a good thought for her full and speedy recovery.

Ed. Note: The text on the opposite page was written by SNIC BRAAAP's first editor, Rick Dentino. "Engine Summer" debuted in 1975 and has appeared in the November edition of the ISOA newsletter ever since. It is a parody of a cartoon by John McCutcheon, a Chicago Tribune Pulitzer prize-winning cartoonist. 'Injun Summer' was a staple in the now-defunct Tribune Sunday Magazine for half a century. The original text is available on line, and the actual cartoon may be viewed at the Chicago Historical Society.

Special SNIC BRAAAP thanks to President Mark Hattenhauer for graciously sacrificing his customary space to enable us to run this traditional bit of prose.

Ed.



Yep, Sonny, this is sure enough Engine Summer. Don't know what that is, I reckon, do you? Well, that's when all the homesick ol' sportscar drivers come back to play. You know, a long time ago, back in your pappy's time there used to be heaps of fur-in roadsters around here - thousands - MILLIONS, I reckon, far as that's concerned. Reg'ler, sure 'nough European sportscars. None o' yer Japanese jobs - not much! They wuz all around here - right where yer standin'. Aw, don't be skeered - hain't none around here now, leastways no NEW ones. They been gone this many a year. They all went away and died, I s'pose.

But every year, 'long about this time, they all come back. Leastways their sperrits do. They're here right now. You

can see 'em off down the roads. Look real hard. See that kind o' hazy, misty look out yonder? Well, them's ol' sports car drivers. . .sperrits drivin' along with their tops down in the sunlight. That's what makes that kind of haze that's everywhere...it's just sperrits o' British car nuts all come back. They're all around us now. See off yonder; see them autocross cones? They kind of look like corn shocks from here, but them's cones, sure as yer a foot high. See 'em now? Sure, I knew you could. Smell that smokey sort o' smell in the air? That's the gas a-burnin' and their exhaust pipes a-goin'. Lots o' people say it's just leaves burnin', but it ain't. It's the leaded gas an' the nuts are a-tearin' around to beat ol' Harry! You jist come out here tonight when the moon is hangin' over that hill off yonder an' the harvest fields is all swimmin' in the

moonlight, an' you can see the Triumphs an' MG's just as plain as can be. You kin, eh? I knowed you would. J'ever notice how the leaves turn red 'bout this time o' year? That's jist another sign o' leakin' antifreeze. An' ever' once in a while some o' those lights flicker an' die out. That's Lucas wirin' for you. See here now - look at all them colors on the leaves. That's them lousy paint jobs. They rub off on everthin'! Purty soon all the car nuts'll go a-caravanin' away agin, back to that big gimmick rallye in the sky. But next year you'll see 'em troopin' back...the sky just hazy with 'em, an' their gear-boxes goin' SNIC, SNIC. . . an' their exhausts a-goin' BBRAAPPP jist the way they used to...away back in yer pappy's day.

Rick Dentino 1975



RECENT EVENTS OF IN "TR" EST



CANTIGNY CAR SHOW

TEXT & GRAPHICS BY BOB STREEPY

THE NINTH ANNUAL CANTIGNY Car Show held in Winfield on grounds of the former of *Chicago Tribune* publisher, Col. Robert McCormick, took place on Sunday, September 21. Among the 389 registered cars, trucks and motorcycles, were approximately 20 that flew the colors of the Illinois Sports Owners Association.

Many of the Coventry Irregulars convened at stately Holekamp Manor for the Wheaton version of "cars and coffee." Many first timers were awestruck at the tidiness of Cannonball's garage, while those of us who had previously been there were not surprised at the reaction of the newbies. At 0830 hours, a procession of Triumphs proceeded the short

distance to Cantigny. The objective was to arrive en masse in order for all of the Triumphs to park together, and this mission was accomplished by virtue of the simultaneous arrival of the Prison City Brit contingent.



The weather was a bit cool for mid-September, and although the forecast was for clear skies, there were a few intermittent sprinkles, prompting many to scurry to erect their tops during the event.

The show field included pre-war classics, street rods, muscle cars, 50s and 60s collector cars and trucks, and imports. There were also a few vintage bikes, including a spectacular Art Deco Indian. Triumphistae estab-

lished a command post behind the Triumphs and strolled the grounds looking at the eclectic collection of special interest vehicles. Around noon, people's choice balloting in several categories took place with awards presentation at 3 PM. Among the recipients were Steve Yott and your humble and obedient scribe.

This event, the last big car show on the ISOA club calendar, is always somewhat bittersweet, if for no other reason than it serves as a harbinger of winter. While most of us can look forward to touring along two-lane blacktop's in the fall, we all realize that the Cantigny show may well be the last time that we have a chance to collectively sit back and kick tires at a car show for several months.

Suds





ISOA PEOPLE SPOTTED AT ROAD AMERICA

AS REPORTED BY TOM (RAINMAN) AND PAT (SMOKEY) MORGAN



SEPTEMBER 11-14, 2014, WAS THE Elkhart Lake Vintage Festival at Road America in Wisconsin (See www.vscda.org/races/elkhart-lake.php for more information about this event and actual race results). This early fall event is usually 3 days of vintage racing with a large variety of cars including Triumphs. We arrived Friday the 12th. The day was a complete rain out (go figure), so we pulled into the track, saw nothing going on, and pulled out to head for Siebken's Resort for beer and perhaps see someone we knew. Siebken's has been the local downtown hangout for drivers and spectators alike for generations. We arrived, saw no one, and had beers anyway. Saturday the weather was much improved, although still very cool for the time of year, so we took a golf cart around the track and caught many great views of cars on the track. We settled on turn 5 which is at the end of the very fast Moraine Sweep through the woods. We could smell the high octane racing fuel every time



the group came around. Since the event took place the same weekend as the VTR convention, there was no "formal" gathering place for ISOA people. We decided to find out just who was there. We drove around until I think we spotted every ISOA member who attended.

On Saturday morning, there was qualifying for Sunday's races, and there were sprint races for various groups in the afternoon. There was also a reenactment tour along the original road course through the countryside and streets of Elkhart. We did that, and it was really great. At the end of the tour, we parked along the main street and left our cars parked LeMans style for spectator viewing.

This year the annual Gather on the Green Invitational Car Show was right in town on the grass across from Siebken's. It was an exceptionally nice venue. Peter Conover's Aston was among the featured cars.



Back at the track, there was one incident of note Saturday afternoon in the Sprint Race Groups 2, 3B (see last 3 photos)

We were sitting at turn 5 when a Lotus came over the hill and just before the turn, spun sideways, and stalled in the middle of the track. The other cars made their way around him, but no one came to his immediate aid. Drivers were told to remain in their cars in the case of an accident, so the driver sat there waiting, while the field went around the rest of the course. The yellow flag came out, but there was no red. The disturbing thing was that we could

hear the field of cars coming around the track for the next lap, and this guy had not moved yet. The pack was now heading down through the woods toward him, and there was-



still no tow truck. The racers came over the hill, and a 356 Porsche had nowhere to go. He t-boned the helpless Lotus. Just imagine how freaked out the driver in the Lotus was! Then, in mid-pack came the tow truck!



As a result, the driver was taken away in an ambulance, and his car was totaled. The Porsche also suffered major damage, but the driver was okay. I estimate about \$200k damage - for no reason.

Later that evening at Siebken's, we learned the Lotus driver was okay.

The racers in this venue are serious about what their racing, and the driving is spirited. There is usually a shunt or two. However, we are sure this incident will be discussed with the track officials.

Sunday brought warmer temperatures, and the sun came out in the afternoon. We found a few more ISOA folks, and we finished the day at Turn 5 inhaling the 110 octane fumes and enjoying some Miller Lite at the same time... great stuff, great place.

RECENT EVENTS OF IN "TR" EST



continued from page 2

the Abbey. After stopping at the Staller Winery for a bit of tasting, the group then headed to Kim's place to enjoy a shrimp boil and a viewing of "Rush." Kim also presented a "Long Distance" award to the Chris and Griz Holbrook who had motored in from Michigan to participate in the tour.

This year's fall color tour marked the official conclusion of club driving events for 2015, and like the spring and summer tours run by Doug Larson and Denny Stock respectively, was meticulously planned and detailed. It provided a significant number of Coventry Irregulars with the opportunity to enjoy their LBCs in the conditions which they were best suited for - twisty two-lane black-

tops, under clear skies in good company. It goes without saying once again, that we as a group are blessed to have members like Kim, Doug, and Denny who are willing to devote so much energy and time for providing us with the opportunity to enjoy our cars and each other.

Suds



HEALEY RALLEY

TEXT & GRAPHICS BY FRANK CARTWRIGHT

THE 17TH ANNUAL AUSTIN HEALEY memorial rally was held on the Saturday before the British Car Festival. Thirteen LBC'S assembled at the Tinsel Town Theatre in North Aurora, including several bugeye Sprite's, a few big Healeys, a lot of MGB's, a Morgan, an Alpine and one lonely Coventry Irregular.

Since 2003 I've driven this gimmick rally where the driver and navigator follow a pre-determined route looking to answers the rally master's questions. "2 OLDTR" was the first car out, and we

proceeded to travel through DuPage, Grundy, Kendall and DeKalb counties. The weather was perfect, the 2-lanes were quiet, and the scenery was great. About half way through the run, we stopped at the Aurora West Forest Preserve to look for clues to the question, "WHAT CAN'T YOU TAKE FROM HERE?" There we found a DOA Healey 3000. After a jump start and quick check of the charging system, we determined that the generator had gone south. I advised the owner to cut his day short and head home. [My trusty co-pilot found the the answer to the question, [ANIMALS PLANTS and FUNGAE."

We proceeded from there and found our way to a great roadside dive in Sugar Grove for a few cold ones. As always, we were the last car to the finish line [the Blackberry Inn in Elburn]. The driver of the Healey 3000 was there, and apparently thought his car would run forever with no generator. In true ISOA fashion, I swapped my battery with him so he could make it home, and yes - he did return it the next day.

About 215 miles were covered with no issues on one of the best days of the year.





NEVER GET OFF THE BOAT

BY DAVE "RUMPUS" KANZLER

SINCE OUR EXALTED AND FEARLESS editor (who had 18 holes in one the first time he ever played golf, like Kim Jong-IL), got me thinking about great songs with cars in them, I've been channeling a lot of Rickie Lee Jones lately (See "Racing in the Street to the Last Chance Texaco" July, 2014), and when Mark Fischer sent this picture on the email list serve asking to be talked out of doing a "rat rod" restoration to this car, I couldn't help but remember one of my favorite RLJ lyrics:

*Zero quit school
and she lost her job again
and then her boyfriend beat her up
and now he won't let her in
so she's walking by this joint
in a black and blue dress
she looks at Louie who elbows Eddie
who
says "don't tell me, lemme guess."
It's more trouble than it's worth*

If there is one consistent theme to my "reporting," it is the comparison between women we love and lust after, and cars we love and lust after. I guess it all goes back to what was on my mind in high school: girls and cars, cars and girls. Some cars, like some women (and men), are "more trouble than it's worth." So, with apologies to Rachel Maddow of MSNBC and the National Organization of Women, further I plunge:

(see "Bye Bye Love, Bye Bye Happiness" May, 2014), you will never really be happy with them.

On the opposite end of the spectrum are cars like this. My parents had a vacation house on Holiday Island in northwest Arkansas, and I went there with a friend of mine for some golf and R&R. We decided to go out one night to what is best described as a "honky-tonk" and met two local girls. One had tight cut-off shorts, a tank top, tattoos and a shag haircut. At one point, she said, "My husband is a long distance



trucker, and he is out of town; wanna come back to my trailer with me and Cindy Lou and party?" My friend expressed interest, and when I had him alone for a minute, I asked him if he was, "F****ing out of his mind?" His reply was classic, "But Kaz, she has that touch of sleaze that no man can resist." My response was: "OK, I get that, but she is married to Billy Bob Trucker, and he probably has friends at this bar with guns, so NFW."

Mark, this car doesn't even

meet the "touch of sleaze that no man can resist" category. This car is like the woman in the bar if she was a meth head, had no teeth, was a hoarder, and hadn't bathed in weeks. But I get it, your intentions are sincere. You don't want a one night stand with this car. You fell in love, and you want to "Save" it. The dumbest movie I ever saw was "Pretty Woman." I get the romantic "knight in shining armor saving the damsel in distress" fantasy, but street walkers on Hollywood and Vine don't look like Julia Roberts. And a street walker would not have returned the \$500,000 necklace. She would have hocked it for \$500 worth of crack. You can't be the Richard Gere character here and save this car. I've been to Amsterdam's red light district and looked at the ladies in the windows, but I didn't patronize any, and I sure didn't come home with one of them. Likewise, a rat rod is fun to look at on Main Street in Downers Grove on Cruise Night, but you really don't want to own one.

meet the "touch of sleaze that no man can resist" category. This car is like the woman in the bar if she was a meth head, had no teeth, was a hoarder, and hadn't bathed in weeks. But I get it, your intentions are sincere. You don't want a one night stand with this car. You fell in love, and you want to "Save" it. The dumbest movie I ever saw was "Pretty Woman." I get the romantic "knight in shining armor saving the damsel in distress" fantasy, but street walkers on Hollywood and Vine don't look like Julia Roberts. And a street walker would not have returned the \$500,000 necklace. She would have hocked it for \$500 worth of crack. You can't be the Richard Gere character here and save this car. I've been to Amsterdam's red light district and looked at the ladies in the windows, but I didn't patronize any, and I sure didn't come home with one of them. Likewise, a rat rod is fun to look at on Main Street in Downers Grove on Cruise Night, but you really don't want to own one.

To quote one of my all-time favorite movie lines, from "Apocalypse Now," "Never get off the boat." And for any of you who shamefully have never seen the movie, it means, "Never get in over your head doing something you know you shouldn't have done in the first place."

Rumpus

Epilogue:

No, we never went back to the gal's trailer. I shot a game a pool with some locals and lost on the eight ball in a close game. The winner said, "You shoot a pretty good game of pool for a preppy. Does your boyfriend want to play?" At this point, I realized that we were getting in over our heads, so I pulled my buddy out of there. Three miles down the road someone tried to run us off it. Never get off the boat.



continued from page 1

and arrived in NC Wednesday afternoon.

The host hotel was not equipped to handle all 254 cars and their occupants, and this necessitated spreading things out over two communities and several properties. Despite the best efforts of the host club, the logistics of having so many people in different hotels proved to be somewhat problematic, at least in the opinion of many of the Coventry Irregulars.

While technically the convention began on Tuesday, there were no scheduled driving events or tech sessions held the first day, aside from some self-guided touring which people could do on their own. The first official of event was a moonshine TSD rally that began on Wednesday at the nearby Shelton Vineyards, which also hosted a walking tour of the grounds. There were two tech sessions on Wednesday, the first of which was conducted by Harris Mann, who designed the TR7 and was moderated by famous Triumph author Graham Robson. The second session was a Racer's Forum that included Mike Cook, Ted Schumacher, Ken Slagle, and Bob Johns all of whom were well-known Triumph hot shoes in the 60s and 70s. Both sessions were held in a lecture hall at a nearby community college. On Wednesday evening, there was a welcome reception also at the community college.

On Thursday, the first scheduled activity was a hill climb that was

somewhat late in getting underway. There was also a fun rally along some twisty-turney North Carolina two-lane roads that lasted 2 to 3 hours.

On Friday morning, things got underway with the traditional panoramic photo which, as usual, proved to be a logistical nightmare. From the photo, which was taken on the grounds of the Vineyards, the cars were marshalled to their assigned classification for the concours and people's choice car shows. Eventually, most of the registrants found their way to their assigned locations. Although the car shows were scheduled to last from 9 to 3, the crowd began to thin around 1 o'clock, in part due to threatening weather. Following the car show, several of us participated in a tour to Pilot Mountain as part of a tribute to Bill Wood, a TR8-owning TCOC member who passed away several years ago.

Friday night there was a "Back to Mayberry Barbecue" held at the community college, followed by a parts auction.

On Saturday, the autocross and funkhana took place in separate parking lots at the community college. Both of these driving events went smoothly. Saturday afternoon there were no official activities, and Jay Holekamp and I took the opportunity to visit the Mount Airy Regional History Museum and stroll the downtown area which housed an incredible amount of Andy Griffin memorabilia.

The awards banquet was held

at a Mt. Airy Country Club and began with a cocktail reception around 6 PM. Following dinner, Graham Robeson, the featured speaker, spoke for several minutes reflecting back on his time at Triumph as a development engineer and head of the "Works" [read competition] Department from 1962 to 65. During this period, Triumph was very successful at Lemans and on many rallies. Robeson has published more than 150 books and is generally regarded, along with Bill Pigott, as one of the most prolific and authoritative authors on the subject of Triumphs. As he concluded his remarks, Mr. Robeson announced that he was presenting an award to the owner of his favorite car on the show field. He went on to describe a black TR4 that he found particularly satisfactory and invited your humble and obedient scribe to the podium to discuss my car with the audience. While generally not at a loss for words when microphones are involved, I must confess that I was totally unprepared for this attention and, quite frankly, cannot even remember what I said.

Following the keynote address, awards were presented for autocross, funkhana, people's choice, and concours. Doug Larson and Pat Lobdell both received People's Choice awards, and Jay Holekamp



received a Preservation award for his TR4. My TR4 received a Concours award and *SNIC BRAAAPP* was also chosen as one of the five recipients of the newsletter award presented by VTR newsletter editor Mike Cook. All in all, a nice haul for ISOA.

After all the awards were presented, Jack Billimack, Bill Jensen, and I took the microphone to invite the attendees to attend the 2015 convention, which will be hosted by ISOA. We showed our promotional video, which received a round of applause from the people who were still in attendance at the late hour.

We departed early the following morning, once again in two separate caravans. Our original plan was to go through a section of road in Virginia referred to as the "Back of the Dragon," which has been described as the Tail of the Dragon on steroids and is allegedly three times the length of the infamous stretch of highway to 129. Unfortunately, as it did every day that we were at the

convention, there was intermittent rain which made the black tops too treacherous for any spirited driving, so we opted for a less exciting, but in all likelihood, much safer route. We got on the interstate around Lexington and proceeded to Madison, Indiana, to spend the night on the banks of the Ohio River.

On Monday we completed the last leg of our return trip – once again in the rain – before returning to *SNIC BRAAAPP* Towers in midafternoon.

Altogether, we logged 1550 miles on the trip, nearly all of which were trouble-free. We did have to spend 15 minutes or so at a gas station in order for Irv to swap out his alternator, and by the time we got back to Hobart, Pat's alternator was

beginning to fail, but he managed to limp home under his own power without any unplanned roadside stops.

Part of our reason for making the trip, aside from visiting with old friends and driving along some exceptionally scenic roads in the southeast, was to approach vendors and sponsors in person and to try to promote our convention for next year.

The members of TCOC did a decent job hosting this year's convention and set the bar at a level that will require us all to work very diligently in order to see that ours is as successful.

Suds





RESURRECTION OF LD2

PART 3: DEPARTATION
JOE "STAGMEISTER" PAWLAK

THIS IS THE PHASE OF ANY RESTORATION project where big trouble starts with classic car owners performing a rebuild. This is the easy phase, where taking things off the car is done with little effort. The hard thing is having enough boxes and bags to hold the thousands of parts that make up even a small car like a Triumph. Oh sure you do a great job of marking the bags, placing them neatly in the boxes and then stacking the boxes. You even have an entire body tub stripped of everything to show you accomplished something. Yup! You should be proud at the fine work you did. You should also be proud that you have now made the car worth a fraction of what it was worth whole. Why would that matter? I have seen this many times where the euphoria of taking everything apart was soon followed by the realization that you are in over your head. At this point, most classic car owners lose interest, and the car stays this way for years, having all sorts of household items stacked upon it in the garage. You lie about it for years telling visitors, "I'm restoring it." Yeah, right. Ultimately, the spouse gets fed up, and you are now an active member on ebay auto parts because no one wants to buy a car in boxes like a model kit with no instructions. Even then, only some of the parts are sellable. How many failed trailing arms have you come across? Your only market is someone who has built

a car like yours with no instructions and has the sense to know what condition a car needs to be in to be restored or not. If your car was marginal on the scale of restorable to begin with and does not match the potential buyers scale, you better call the scrapper. Well, enough of that, let's get down to putting a car into boxes.

Pictures tell a great story. The pictures here also show more of the work that needs to be done in the future. As in the previous story, there is a lot of clean up that is needed. It is safe to say that 75% of a restoration is cleaning! While folks who do restorations have their own order of doing things, it pretty much follows what I describe here. This



is my eighth ground-up restoration. That means I have completed seven ground-up restorations prior to this one. The emphasis is on completed, so the agony of obtaining my experience is shared with you.

The first thing I usually pull is the engine and driveline. This is because



the car is still on its own four feet, which allows you to wrestle it out of the belly of the beast. I have a cart that I built that is used to place an entire body onto. It is slightly customized for each of the cars I have done, but it has remained a required tool for the last 25 years. It has four heavy castors with various widths of 2 by 4s. Why wood? It makes it easy to customize from Spittys to TR7's to Stags. Once the engine and driveline were removed, the entire body with everything still on it is lowered onto the cart, yes tires can be taken off at this point.



With the car on the cart, you can roll it around with ease and start taking the bits off. You need to plan ahead of time a spot to store all the stuff. For those of you who helped with the TTA Stag, you witnessed what I did. I stored everything with the exception of heavy stuff up in the garage attic. The first thing I do is pull the doors and boot lid. The bonnet is already off. Next, the interior, seats, panels, dash, interior trim. This all gets put up first, except the doors, boot and bonnet. Next, is the engine bay bits and the items in the boot. Next, is the external lighting and the wire harness. Last is suspension and brakes. Once this is done, you should have a bare body tub in all its greasy, rusted and dented glory.

So why do this in that order? That is because you restore the car back in the opposite order you took it apart!



Once the body is done, you start with suspension and brakes, and they are conveniently positioned in the storage area as the first parts you are going to re-condition.. Ultimately, the last thing you do is the interior which is also the last boxes you come across. Simple and effective, especially for a moron like me.



The cart was a temporary platform to hold the weight of the entire car and to easily climb around everything. The final step is to transfer the tub, which was greatly lightened by pulling everything off of it to my poor man's rotisserie. This is comprised of two inexpensive engine stands, blocks of wood, 2x8s and long

bolts to attach to the front and rear engine stands and the body tub. A long 2x4 with "squared" u-bolts ties the two engine stands together at the castor level.

The body tub is now ready for a much needed cleaning and metal repair. The process is made very easy with it on the rotisserie! The next installment is, Heavy Metal - the process of getting the body ready for new paint.

Hours: 12.5
Dollars Spent: \$4.90 for new lag bolts on the restoration cart.
Total Hours: 14.75
Total Spent: \$5.68



Picture descriptions:

- The Rotisserie
- Engine hang: Engine and driveline completely removed from tub.
- Engine out: Engine partially extracted from engine bay
- Engine bay after engine removal, bring more towels
- Dash and electrical harness
- Front suspension, coil over McPherson strut, power steering and very thick front discs.
- Rear suspension, very similar to TR6.
- Heater box

Stagmeister



MEADOWDALE MEMORIES

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

ALTHOUGH THERE ARE NOT MANY sights more thrilling than a row of two dozen Triumphs at an all



marque car show, the 2014 MIRPA event did have a few Triumphs and other gems amongst the 'Vetts, Mustangs, Cobras and assorted muscle cars. A couple of diamonds in the rough included a



somewhat modified police cruiser and a slightly chopped and refashioned 30's coupe. True horse power was represented by the Carpentersville Mounted Police. Attending the show from ISOA were Jack Billimack, who brought 4 TEA R instead of his "other" car, our Man at B.C.U. John Hall, award winning Peter Conover, Scott Regula and Denise Allgaier with their 1976 cousins, Scott & Sheryl Stier drove their 1929 Model A,



and Dennis DeLap showed off a true "Survivor." Threatening weather cut the day short for some, but it was an enjoyable time nonetheless. To top off the day for Spike, Spit1 turned 100,000 miles at Latitude 42.235445/Longitude -88.286638 on the drive home.

Spike

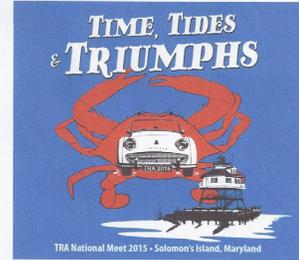


UPCOMING EVENTS OF IN "TR" EST



VTR 2015 - Fontana, WI

2015 VTR National Convention
The Abbey Resort - Fontana, WI
August 11-15, 2015



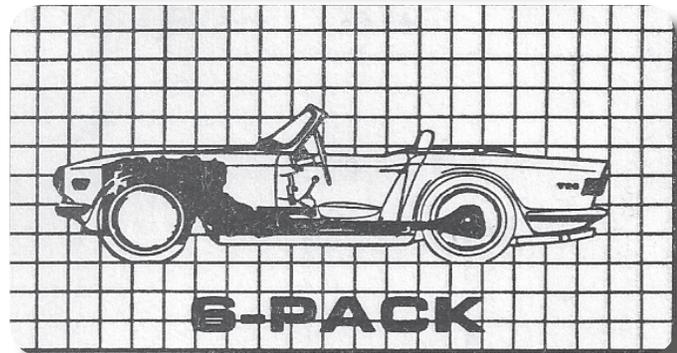
THE TRIUMPH REGISTER NATIONAL MEET WILL BE HELD IN
SOLOMONS, MARYLAND NEXT YEAR JUNE 16-19, 2015

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

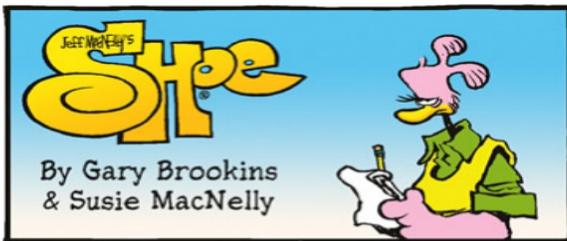
REMINDER -



We will accept nominations for the 2014 ISOA Board at the Nov. meeting. If you or someone you know would like to run for a Board position, please plan to attend the next meeting. Elections will be held at the Dec. Meeting.



2015 TRials
Sept. 10-13 - Galloway, New jersey





BIG BASH 2015

WHAT: The Annual ISOA Party & Awards Night

WHERE: Moretti's Ristorante & Pizzeria
1175 West Lake Street Bartlett, IL 60103
(630) 837-4992

WHEN: Saturday, January 24th, 2015
(6-7PM) Hors D'oeuvres with Cash Bar



Dinner 7PM -Main course:

- Family style replenishable with salad, potato, vegetable, rolls, dessert, coffee or tea

Special after dinner entertainment by

The Spinal Tappets

Fun and games designed to humiliate the other guy and amuse you

The cost for the Bash is only \$35.00 per person. You may also pay your 2015 dues with the same check. [EG - two dinners @\$35.00, plus next year's dues @\$35.00 = \$105.00. Make checks out to ISOA. [Payment should also be possible on-line using PayPal this year!]
Complete and detach the form below and bring it to the Dec. or Jan. meeting or mail to:

KIM JENSEN, 903 LILAC LANE, JOLIET, IL 60435



--

Name _____

Name _____



Golf Shirt Product Details

Men's moisture wicking polo in white with VTR convention logo embroidered on left breast. Classic fit, 100% polyester, wrinkle resistant, 3 button placket, straight bottom, side vents, rib knit curl free collar, hemmed cuffs, 4.2 ounce. \$35.00 (additional cost for XXXL)



Golf Shirt Product Details

Ladies style short sleeve moisture wicking polo in white with VTR convention logo embroidered on left breast, Classic fit, 100% polyester, wrinkle resistant, 2 button placket, knit cuffs. \$35.00 (additional cost for XXXL)



Cap Product Details

Flexfit six-panel, mid-profile twill cap in white with VTR convention logo embroidered on front panel. 63/34/3 polyester/cotton/spandex with Permacurv visor. \$18.00



T-Shirt Product Details

Hanes "Beefy-T" tee-shirt in ash gray. Three color screen printed with VTR convention across upper chest. 6.1 ounce, pre-shrunk, 100% ringspun cotton, double needle stitched sleeves, tag-free neck label, coverstitched, lay-flat collar. \$18.00 (additional cost for XXXL)



Denim Shirt Product Details

Men's embroidered long sleeve denim shirt VTR convention logo embroidered on left breast. \$35.00



Hoodie Product Details

Zip-front, heavy blend Gildan hooded sweatshirt in ash gray with VTR convention logo embroidered on left breast. 8 oz, rib-knit cuffs, spandex waistband, double-needle stitched armholes, unlined hood with drawcord, split-front pouch pocket, metal zipper. \$35.00.



Convention Worker Cap Product Details

Cotton worker cap in red. Heat Transfer logo.



Convention Worker Shirt Product Details

Cotton convention worker polo with heat transfer logo on left breast.

See "Mr. Bill" Jensen for worker regalia pricing.

2015 ISOA BOARD OF DIRECTORS



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

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

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

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

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

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

Motorsports/ Irv Korey*
Curmudgeon 847/831-2809
emanteno@comcast.net

Bailiff Roman Hrynewycz*
708/456-4327
rah_63@comcast.net

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

* Past President



October Meeting Notes text by Bob "Suds" Streepy ISOA Secretary



THE OCTOBER ISOA GENERAL MEETING took place at Mack's Golden Pheasant Restaurant in Elmhurst on Sunday, October 5. President Mark Hattenhauer

was unavailable due to a family commitment and ably filling in was vice-president Jay "Cannonball" Holekamp, who called things to order at 7 PM sharp. Jay began by asking the audience if there were any visitors or new members in attendance, and two people responded. Bob Tlapa of Lombard introduced himself and mentioned that he had previously owned several Triumphs and was now looking for a TR4. Don Cruse of Oak Park also introduced himself and said that he had a TR6 for sale.

Since the September meeting was canceled as a result of the British Car Festival, Jay began the meeting by asking for two month's worth of event recaps, starting with the aforementioned BCU. Al Christopher gave a short report on the events of September 7, which saw nearly 500 British cars on display at Harper Community College. Joe Pawlak then spoke about the ever popular event known and loved as White Trash Night that took place on August 8 at the Sycamore Speedway. Bob Groman recapped the Orphan Auto picnic which took place on August 17 and drew a nice crowd of Coventry Irregulars to the Kendall County Fairgrounds. Jack Billmack reviewed the Open Air Classic which was held in Wisconsin August 21 through the 24th. Dennis Delap spoke about the Geneva Concours which took place on the streets of that Western suburb on Sunday, the 24th, and featured cars designed by Italians, to include TR4s, Spitfires, and Stags. Denise Algaier gave a brief recount on the events at Meadowdale Raceway on Saturday, September 20, and Peter

Conover spoke about the Gathering on the Green at Elkhart Lake on September 13th. Several people also commented on the August 20 Randhurst Village cruise night that featured the Triumphs of ISOA as their main attraction. Your humble and obedient scribe, along with several others also attempted to recap this year's Vintage Triumph Register convention which took place from September 9 through the 14th in Dobson, North Carolina. It should go without saying that such a litany of Triumph related events consumed a significant amount of the meeting time.

Since the last event that was discussed was the 2014 VTR convention, it seemed only logical that we should segue to the 2015 convention, which our club will host at the Abbey Resort in Fontana, Wisconsin, on Geneva Lake from August 11 through the 14th of next year. With AV help from Burns Rafferty, your humble and obedient scribe proceeded to display the convention website which was almost, but not quite ready for prime time. The site itself, whose chief architect was Karsten Kell with assistance in the graphics department from Chris Morgan, is very logically laid out and visually appealing. I explained the various submenus and went through all of the pulldown's to show the meeting attendees how to navigate the site. We also went through the registration process online and explained to everyone that we had every intention of going live within a few days. We also showed the promotional video, which was produced specifically to show at the convention and can be viewed on YouTube as well as on the website. The general reaction to both the website and the video appeared to be quite favorable.

Next up, Joel Pawlak, for the benefit of the benefit of those members who have joined recently, gave a recap of the TTA Stag project which was completed some five years ago.

The monthly was won by Al Christopher, who is now in possession of several new items, which far exceeded the cost of the raffle ticket. After the raffle, Jay asked for nominations for the Peter M. Roberts award, presented each month to someone from the club who has been helpful to another club member. Jim Aldrich nominated Dennis Hill for following him to and from Woodstock

from Jim's place in Romeoville so that Jim could have a support vehicle when he drove his newly acquired 1980 Spitfire home. In absentia, Karsten Kell nominated Steve Haas for providing him with a fuel pump at the British Car Festival in September after his TR6 began to display some fuel related maladies. The final nomination was from Ed Klich who placed Bob Groman's name in contention for loaning him a clutch slave cylinder, so they could drive his car onto a trailer and take it to the VTR convention. The award was won by Dennis Hill.

Next up were nominations for the Boomer award which goes out each month to someone who has displayed questionable judgment. Dennis Hill attempted to go for a sweep by nominating himself for buying an alternator to replace one that was inoperative, only to discover that he already had one in his Triumph inventory. Tim Mantel was nominated by Roman Hrynewycz for losing his exhaust system on the Chera-hola Parkway right in front of Roman, prompting some evasive maneuvering on the part of Junior. Finally, Ed Klich nominated himself for installing the aforementioned clutch slave cylinder on the wrong side of the bell housing of his TR6, causing him to wonder, as he put it, "...if his rod was too short." At that point, there seemed to be little use in tabulating the ballots, since the reaction to his choice of words indicated that he had earned temporary custody of the bent wire wheel.

There being no new or unfinished business, Jay adjourned the meeting at 9:20 PM.

With apologies to all for any errors and/or omissions, I remain 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:** 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:** 1971 TR-6. Red with white top and interior. Needs throw-out bearing and battery. Runs well and has very low miles on newer tires. Asking - \$3500.00. Contact Steve Bailey @ 847-269-0122 if interested. [11/14]

•**For Sale:** 1958 Triumph Early TR3A, starts easily, runs well, good oil pressure. handles well. Needs front end work. solid body panels. Rust in front corners of the floorpans, battery box, lower left rear wheel well. Can be driven & enjoy or a good restoration candidate. Many new and rebuilt parts included. Fresh tires. Good top with original side curtains and tonneau. Burgundy red. Asking \$8400. Contact Kevin at 630 200 9015 or kcampo@ford.com 11/14 - not an ISOA member]

•**Wanted:** worn out Triumph, ISOA, VTR, TRA, 6 Pack etc. t-shirts for use in quilt for VTR convention auction. Bob Streepy trstreep@sbcglobal.net 11/14



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

- | | |
|--------------------------|---------------------------|
| Rick Lapinski 11/02 | Kim Jensen 11/13 |
| Don Sheldon 11/03 | Sheila Mantel 11/13 |
| Katherine Stevens 11/04 | Rick Crider 11/14 |
| Linda Hernandez on 11/05 | Shirley Stauffacher 11/16 |
| Mark Stevens 11/05 | Pat Morgan 11/17 |
| Patrick Lobdell 11/06 | Lorrie-Ann Fisher 11/18 |
| Al Christopher 11/06 | Jack Billimack 11/18 |
| George Hernandez 11/06 | Jon Ehrenstrom 11/27 |
| Gary Michalek 11/09 | Nick Polykandriotis 11/27 |
| Mark Costello 11/11 | Kim Casper 11/29 |

Snic Preview

Coming in your December newsletter to a sleazy newstand near you

- LD2 Restoration IV
- Sir Bentley's Holiday Gift Guide
- Six Pack TRials
- Ravings from Rumpus

Lots More Stuff

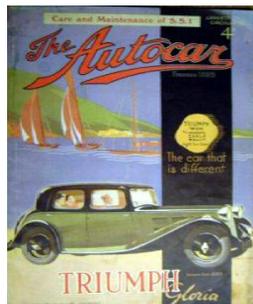
ISOA Membership Counts

172 memberships - 230 members

New Members

Bob Tlapa
310 W Wilson Ave., Lombard, IL 60148-3833
H: 630 627-1576 robert.tlapa@sbcglobal.net
Looking for a TR





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



NOVEMBER 2014

ROMAN HRYNEWYCZ ON TN HWY #129 AKA "THE TAIL OF THE DRAGON" IN HIS 1974 TR6 EN ROUTE TO 2014 VTR CONVENTION