



# SNIC BRAAAP

**October 2006**

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"Git 'er Done!" Publications, A division of the Busted Knuckle Group

*NEWSLETTER OF THE ILLINOIS SPORTS OWNER'S ASSOCIATION*

*DEDICATED TO THE ENJOYMENT AND PRESERVATION  
OF TRIUMPH SPORTSCARS*

*CHICAGOLAND'S OLDEST AND MOST ACTIVE*

*TRIUMPH ENTHUSIASTS CLUB*

*NOW IN OUR FORTY-FIRST YEAR*

*A CHAPTER OF THE VINTAGE TRIUMPH REGISTER*

## **BCU XX**

Text by Bob "Suds" Streepy - Graphics by the author, Jack "Spuds" Billimack & Peter "Maestro" Conover



**A**fter two decades of mostly good [and frequently great] weather conditions, the law of averages\* finally caught up with the annual British Car Union festival. The event, held at Moraine Valley Community College in Palos Heights on September 10th, has accommodated as many as 800 British cars in the past, but this year's cold and rain held the numbers to about one third of that figure, still one of the largest regional British car shows in the country.

Despite the miserable weather, ISOA was very well represented with more than 25 members in attendance. There were numerous cars from out of state and vendors from far and wide; although many pre-registered cars as well as parts purveyors were no shows. [It should be noted that The Roadster factory had announced that they would not be there due to the health concerns of Dave Hagebush.]

ISOA can be proud of putting on not one but two technical presentations, conducted by club gurus. Al Christopher and Denny Cappetto dem-

onstrated the proper ways to install oversize SU carb bushings to an interested audience and Joe Pawlak and Tim Buja gave their patented "Fusenator" workshop, prompting a rapid spike in fuse sales for British Wiring.

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### **INSIDE YOUR OCTOBER SNIC BRAAAP**

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**LOTS OF OTHER STUFF**



\*does **NOT** apply to Chicago Cubs



As has been the case for several years, ISOA was assigned the task of tallying ballots; a thankless but nevertheless critical job. As usual, the club vote counters came through with flying colors, accomplishing their mission in record time.

Following the awards presentation, the ISOAers adjourned to the nearby Casa Kaplon for a barbecue picnic. Joe and Pat provided a Mexican themed feast that was thoroughly enjoyed by the nearly twenty club members in attendance.

The post prom party dates back



to the 1995 VTR and has become an ISOA tradition, replacing the September meeting.

As is so often the case when

more than two ISOAers gather, talk inevitably turned to Triumphs and Triumph maladies. Before long, Joe Pawlak and Tim Buja had rolled up their sleeves and began to address some ignition woes on Jerry Hurst's TR6

Despite the inclement weather, the participants all made the best of the situation and, as is always the case with ISOA social functions, it can be said unequivocally that "...a good [albeit soggy] time was had by all. Suds



*SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. All photos and disks will be returned upon request. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the authors and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. Actual mileage may vary. May cause drowsiness. Do not operate heavy equipment when reading this publication*

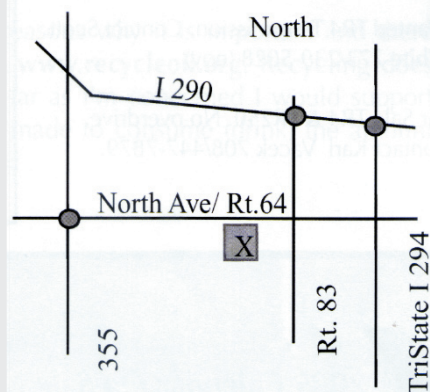
**Bob Streepy 850 Kent Circle Bartlett, IL 60103 email: [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net)**



## 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 and have a beer and share some TRIUMPH BS with your fellow enthusiasts.

The Board of Directors meets the first Sunday of every month, at Bill & Sheri's house at 320 Linden St. in Itasca, at 4:30 PM. Everyone is welcome to attend the Board meetings.



## ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
Oct.	1st	Sun.		2nd Annual Orphan Show hosted by Illinois Oldsmobile Chapter 23956 HWY 53 South, <b>Elwood, IL</b> ph. 815/423-6077 for info.
	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	6-8	Fr-Su		ISOA Fall Campout at Buja's retreat near Wisconsin Rapids, WI with side trip to Rainbow Casino for the 2nd annual "Pumpkin Launch"
	14-5	Sat.-Sun.		America's British Reliability Run - Starts in Massillion, OH Blake J. Discher; Email: <a href="mailto:bdischer@blakedischer.com">bdischer@blakedischer.com</a> - Ph: 313/259-4460
	15	Sun.	9:00 AM	MG Club Autocross, Warrenville Cinema - <a href="http://www.chicagolandmgclub.com">www.chicagolandmgclub.com</a>
	15	Sun		Toys for Tots Run
	20-22	Fr-Sun		Euro Auto Festival at BMW Zentrum I-85 between Greenville & Spartanburg SC [Triumph is featured marque] <a href="http://www.euroautofestival.com">www.euroautofestival.com</a>
	21	Sat.		Brake Clinic [Details at october meeting]
	28	Sat		ISOA Halloween Party at Pawlak's Triumph Ranch in Hampshire
Nov.	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	18	Sat.		Tech Clinic Details to follow
Dec.	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
Jan	1st	Mon.	10:30	Outer Drive Hero's Run-Leave from Northerly Island [Meiggs Field] Parking Lot call Bill Jensen [815/729-9731] for further info.
	7th	Sun		ISOA General Membership Meeting [Board 4:30]
	21st			Big Bash 07 - DesPlaines Elk's Club
Feb.	11th*	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	25	Sun.		British Parts Swap Meet at Du Page County Fairgrounds
Mar.	4th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
Apr.	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
May	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	17-20			MotorCheck Vintage GT Challenge at Road America, Elkhart Lake WI

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***VIDataPrint LLC - 847/683-9683***



## A LITTLE BS FROM BS



### NEWS AND VIEW FROM THE BUSTED KNUCKLE GARAGE

“I gotta get me one o’ dem caller Ids,” declared my buddy, Vinnie “the Ratchet,” as he pushed his depleted schooner toward the bar rail. Suspecting that there might be an amusing motive behind this epiphany, I slide my glass in the direction of the barkeep and asked, “How come? There’s an up charge from the phone company and you are nothing if not frugal when it comes to all things pecuniary.”

“It’s my wife’s Aunt Wanda, you know da one dat can see into da future by lookin’ at coffee grounds. She calls me da udder day an’ tells me she got a notice to take her car in fer smog sniffin. She drives a freakin’ 79 K-Car dats got like tirty t’ousan’ miles on it. An’ every time she gets one o’ dem damn notices she calls me up in a panic an’ I gotta drop everyting and take her car in for da check up. Ya know she’s got like tree months to get it checked, but she’s gotta have it done ASAP fer crissakes.”

“Vinnie,” says I, “Show some compassion for the dear old woman. She’s from that generation that takes such edicts very seriously, and besides, you’re a professional wrench; if the old girl, the car, not your wife’s aunt, should need any service to stay street legal, you’re the right guy for the job.”

“Bullshit!” says Vinnie, loud enough to cause several other denizens of the bar to slither toward the exit. “Dis old bat just likes to get me to jump t’rough hoops, but dat’s not the problem. It’s havin’ to drive dat damn car in public. You know what its like to drive a funny-looking car, havin’ dat Triumph an’ all, but me, I gotta reputation to protect. If any o’ my street rod buddies see me in dat piece o’ shit, day’ll laugh me right out of the VFW hall. So here’s the deal; you pick it up and take it in to da smog sniffer an’ I’ll help ya pull the engine from your TR3 an’ only charge you half my reg’lar price per hour, but you gotta drive her car into da testin’ place.

“Deal!” says I, thinking that for

once, I may gotten the upper hand with “the Ratchet.” We finish our beers and he calls his wife’s aunt [on my cell phone] to make arrangement for me to take her car from the “home” to the testing facility.

The next day I drive to her retirement community and she is waiting for me with the paperwork and the keys to her ’79 Airies. “I say Novena for car to pass test, [pronounced ‘taste’]” says Aunt Wanda. “You be careful and don’t drive too fast. Car is not used to going fast,” she cautions.

It’s been resprayed at one of those “any car, any color for \$39.95” joints and it doesn’t look as if the painter cleaned his roller very well by the looks of the runs, drips and sags in the lime green colored four door that also features contact paper wood graining and a vinyl roof. A genuine polystyrene statue of the Carpenter of Nazareth is perched on the dashboard and several icons are hanging from the rear view. The seat are encased in yellowed plastic and covered with towels and there’s a faux leopard skinned steering wheel wrap and a matching thingie over the shoulder belt. The radio is set to WGN and the smell from the air freshener is pungent, to say the least. I roll the windows down, turn the radio off, begin to maneuver my way through the parking lot of mostly Grand Marquis with handicap plates, and head out onto the street on my way to the testing facility, a distance of about fifteen miles.

A strange transformation begins to come over me as I drive this car. I start to feel really self-conscious. I know full well that clothes don’t make the man and you are not what you drive, but taking this thing out into the light of day where people can actually see me behind the wheel starts to make me really uncomfortable. I try turn the radio to the Loop knowing that its only a matter of seconds before Metallica or AC/DC come on and I can blare some audio to tell the world that I’m not really the kind of guy who would drive a car like this, but the radio only has AM.

I slouch down behind the wheel and try not to pay any attention to the smirking glances aimed my way from the other motorists. For once I actually hope that they are all on their cell phones and too preoccupied to pay any attention to the ratty K Car, or its driver, but such is not the case. I am tempted to stick my head out and yell “Its not my car!! I’m just driving to the EPA testing as a favor for an old lady.” I tell myself that my

irrational paranoia over being seen in this thing is asinine, but the urge to let the world know that I’m not a K Car owner gets the best of me.

“It’s not what you think!” I scream at the dump truck driver who is chuckling as he passes me on the right. “I’m Suds from ISOA. My car is Lucille the Wonder Car, a Signal Red TR6 that’s in nice shape, really! I write some funny stuff, [sometimes], in Snic Braaapp and I came up with the lyrics to a couple of songs that Spinal Tappets played and a lot of people liked them, really. I’m not a K Car type. You gotta believe me!” But it’s no use. He gives one of those looks that the attendants in “One Flew Over the Cuckoos Nest” routinely gave to the inmates in the ward.

I finally get to the testing place, and there’s a line of cars waiting, and waiting, and waiting. I know that everybody there is staring at me. I’m convinced the guys who work there are doubled over laughing at the old fart in the K Car. After what seems like several hours, actually it was only about ten minutes; the car is tested and pronounced street legal. Now I have to run the gauntlet back to the retirement center. This time I take back roads, even though it turns out to be much farther, I calculate the odds of seeing anyone who might recognize me are less.

At last I wheel the old beater into the complex. Aunt Wanda, along with some of her compatriots from bingo at St Pedophilia, is waiting in the parking lot when I get back. She is pacing nervously and has worn a grove in the pavement with her walker. “Does eet pass test?” she inquires, even before I have parked the car. “No problem,” says I, as I hand her the keys.

“T’ank God! Fader Sergei was right. He say if I gif extra and say Hail Mary, car will pass. You good boy,” she says. “Next time I get notice, I call you instead of Vincent. He no like be seen in car, but on you, it look good. Come inside for coffee and I tell your future, half price.” It’s about that time that I realize that Vinnie came out of this one ahead of me, as usual.







### OCTOBER GARAGE TALK



INCREDIBLE! Over the September 16th weekend, Kathy and I took the Stag to the great white north ending up in the Burlington Ontario area.

There will definitely be a story forthcoming about the trip, complete with pictures and a rundown of activities. BUT, that will need to wait because I need this space to report on something I have NEVER experienced in 31 years of British car ownership.

I believe at it's peak, the BCU festival had around 900 cars attend for the one day show and has never been repeated since it's days when it was run at Oakton. The Detroit Triumph club runs a show called the Battle of the Brits on the same weekend as our BCU. Attendance has averaged between 300-600 cars registered for each those events, quite a number of British cars at one venue. Up north, the Toronto Triumph club has been hosting a similar British car show

the weekend after BCU and Battle of the Brits. We have heard rumors of consistent car attendance of 900 plus at their show in Bronte Creek Provincial Park. Last year they reported 1100 cars at the show. Kathy and I decided to make a long weekend of it (in a foreign country) and took the Stag up there so we could see what all the hub bub was about.

UNBELIEVABLE! Imagine a typical show field divided up by the various marques. Triumph here, MG over there, Jaguar by the Rolls guys, Land Rovers in a swamp etc. Now imagine in the Triumph area alone, 82 - TR3's, 45 - TR4's, 139 - TR6's, 90 - Spitfires, 10 - GT6's, 19 - Stags, 15 - TR7's, 9 - TR8's and a few Heralds, a Vitesse and an 1800. The MG area was filled with twice as many TR's and so on and so on. There was over 90 Mini's, but they didn't take up much space. Even the category of "Other Marques" had over 50 entrants! Altogether at this years show I was told (by show officials) there were 2000 vehicles (that is NOT a typo) passed through the entrance. There were so many that you would have to picture the BCU event having to stack cars two

wide down the aisles perpendicular to the rows of cars. There would have been more but they had to start turning people away as the show field was full! Cars were lined up along the entrance road. This was absolutely the most amazing collection of British cars I have ever seen! Have you ever seen a Jowett Jupiter sports car other than in pictures? There was one there! The collection of Austins was amazing!

The venue had new and used part vendors, product displays, food, music to accent a superb time. The hosts ordered a 77 degree temperature day with partly sunny skies, perfect enough enough to make you cry! I dragged Kathy all over the field looking at this and that and in awe that some of these things actually existed. There was no way that I would have imagined this level of participation anywhere. There is no way to see everything in the field. We are already making plans for a return visit in 2007. To top off the entire weekend, an Illinois vehicle with license number TR STAG 73 took first in class! That was an incredible and unbelievable honor in itself among some very fine cars indeed.

### ISOA Halloween Party



On **Saturday October 28th**, Jenny "Spider Lady" and Kathy "Schnapps" Pawlak will be hosting this year's fall event at the Hampshire Quarterhorse and Triumph Farm. *(Stagmeister providing yes dear responses and manual labor).*

The fun will start at three, and we're aiming for a 4:30 be-eating time. Standard picnic culinary delights and weather-permitting, a bonfire to make S'mores. A sign-up sheet will be available at the October meeting.

Costumes are strongly encouraged! Bring your favorite ghost (car breakdown) stories to tell around the bonfire! Bring a folding chair if you got 'em.

Please RSVP at the fall meeting

or

call Kathy or Jenny at 847/683 4184

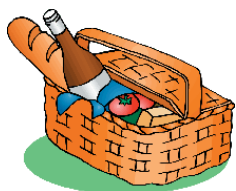
or

email the Spider Lady at  
pubbles@elnet.com



## TURNABOUT PICNIC

TEXT BY BOB "SUDS" STREEPY  
GRAPHICS BY THE AUTHOR AND JIM  
"SCREAMER" ALDRIDGE



With the strains of the old Beatles refrain, "Baby, you can drive my car, beep beep, yeah!" playing, figuratively if not literally, in the background, over 30 ISOAers in more than twenty Triumphs, along with an ISOA Austin



Healy, Honda Odyssey, Lincoln, Miata, Chevy Silverado, and Acura TL, braved menacing skies to participate in the initial, but hopefully, not last "Turnabout Picnic" held at the bucolic picnic grounds of far western Burlington on Saturday, Aug. 26th. The usual suspects began to pull in around noon and late arrivals were still coming in as late as five pm to join in the merriment.



The theme of the rendezvous was "turnabout" a variation on the childhood game "I'll show mine if you show me yours." It was more or less like the wife-swapping fad popular with Yankee pitchers in the 70's, only without the accompanying guilt trips or psychoanalysis [hopefully].



Throughout the afternoon assorted members of ISOA struggled with dissimilar clutch release points, shift patterns, seat belt adjustments, etc, as cars, mostly Triumphs, but also Lincolns and Healys, lurched out of the parking lot of the Burlington municipal recreational grounds. Those not interested in grinding gears used the time to socialize, [mostly about who would let someone else drive his car?]



Your humble and obedient scribe was invited by Mark "Silo" Fisher to take a turn behind the wheel of his 1954 Lincoln road racer. It took me quite awhile to connect the safety harness and adjust to the performance mods by Silo, but eventually it was time to let out the clutch and burn up some asphalt. Mark emphasized that the car



didn't really become "contented" until at least 4 grand. I actually thought I was driving aggressively, particularly in light of the drizzle and the absence of any windshield wipers, but apparently my technique was too docile for Silo who ordered me to pull over and let him take the wheel, whereupon he floored it and we were soon in the grasp of several G's of force that kept our backsides firmly planted to the seat. [Who would have thought that a five thousand pound car could hit 140+ MPH?]

As we returned to the parking lot, the ISOA chefs were busily engaged in firing up [literally] the barbecue grill.



Soon there were burgers and brats, along with salads and sweets enough to feed a small army spread out in the pavilion. The food was great as was the camaraderie. Based on the collective experience of everyone present, it seems quite likely that there will be an encore of the event next year.

*Suds*





## GENEVA CONCOURS D'ELEGANCE



TEXT BY JAY "CANNONBALL"

HOLEKAMP

GRAPHICS BY THE AUTHOR AND  
PETER "MAESTRO" CONOVER



**E**arly on Sunday morning, 27 Aug 06, I drove my 1964 Triumph TR4 to downtown Geneva, Illinois, to enter it in the 2nd Annual Geneva Concours d'Elegance. For the preceding several days I'd cleaned and polished the TR4, badly needed after my recent drives around 'God's Country' [the Upper Peninsula of Michigan] and to Davenport, Iowa. I really didn't know what to expect since I'd never before been invited to such an event. When I arrived, a young lady volunteer went with me to a prearranged / marked spot and carefully directed the positioning of my TR4. When all the 150 entered



cars had arrived, it was clear there was an intended mix of type of cars in any area. To give a feel of the wide variety of the cars, here's a list of the cars parked adjacent to my TR4:

1989 Maserati Zegato, 1957 Mercedes 300sl, 1921 Dodge Brothers Touring Car, 1956 Ford Thunderbird, my 1964 Triumph TR4, 1932 Packard Light Eight Coupe, 1932 Buick 90 Service Convertible Coupe, 1954 Buick Skylark Convertible (1 of 800 built), 1953 Rolls Royce Silver Wraith.



Although the local Porsche Club had some 40 late model cars parked together, segregated along a side street, the assortment of the other cars was amazing. An extraordinary 1932 Auburn Boat Tail Speedster was positioned in the center of the show area. A flawless red 1965 Ford AC Cobra (the only real example I've ever seen) was in the same judging category as my TR4: Post-War Foreign Sports. A number of Ferraris, Maseratis, a stunning black Jaguar XK140, Ken Briegel's TR3, a MGTD, a one-off Ghia convertible, several 1950s and 1960s Porsches, were also entered. I spent almost the

## GENEVA CONCOURS

whole day slowly walking around looking at very nice, very shiny, stunning, unusual, rare cars.

The several block area of Geneva along Third Street was a very pleasant place for a car show. Lots of shade, plenty of places to buy coffee, water and something to eat, even background music over the PA system, made for a fine experience. Stanchions and plastic chains enclosed the cars but at least where I was the owners were generally quick to talk with spectators interested in their car and lift the barrier. Kathy Pawlak and daughter came by and said hello.



The owner of the 1956 Ford Thunderbird parked next to me, and I, speculated about the total value of the 150 cars at the show. We (mostly he) decided that \$ 200,000 each was a reasonable, even conservative, average per car estimate, making a total estimated value of \$ 30,000,000.00! America is a wonderful place!



*Jay Holekamp,*  
August 2006



*Left, cracked TR6 shock support. Above Top Center -Mike Mueller repairing the damage. Lower center - Jack Billimack helps by holding Mueller's truck down in case of earthquake or meteor strike. Right - finished repair.*



## ISOA TECHNICAL ExSPURTS

**TR3** Bill "Whizmo" Pyle  
630/773 4806

**TR4** Pat "PowerBulge"  
Lobdell  
219/942 1263

**TR4A** Steve "Drippy" Yott  
262/997-0701

**TR250** Tim "Yacker" Smith  
630/428 2620

**TR6 Early** Jeff "Stalker" Rust  
815/874 5623

**TR6 Late** Irv "Elwood" Korey  
847/831 2809

**TR7** Phil "Factor" Fox  
630/662 7721

**TR8** Tim "Tool Man" Buja  
815/332 3119

**Spitfire - (Early)** Joe "Stagmesiter" Pawlak  
**847/683-9683**

**Spitfire -** Steve "Sniffy" Yezo

(Late) 847/855 9482

**GT6** Dave "Snake" Shedor  
847/9375078

**Stag** Joe "Stagmesiter" Pawlak  
**847/683-9683**

**General Tech-Weenie** Bill "Whizmo" Pyle  
630/773 4806

**Machinist** Bob "Opera Man" Crowley  
630/355 2170

**KeyMaster** Bob "Senile" Donile  
630/837 3721

**Electrical Paint, Body,** Joe "Stagmesiter" Pawlak  
**847/683-9683**

**ISOA MEMBERSHIP:** Being a member of ISOA is easy! Owning a Triumph is optional, you can drive whatever you want. All you need to do is pay your annual dues of \$30.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

Send check to: Sheri Pyle 320 N. Linden St., Itasca, IL 60143





Eighth Annual



## CLASSIC CAR SHOW

Sunday August 27, 2006

TEXT & GRAPHICS BY BOB STREEPY

On Sunday, August 27th, your humble and obedient scribe completed the third leg of his second August TRIumph TRIathlon, [a Friday night Cruise night in Downers Grove, and the Turnabout Picnic, comprising the first two legs] by attending the 8th annual Milk Pail car show in Dundee, sponsored by Pat Morse's favorite organization, the Chicagoland Kit Car Club.

We actually had a sunrise service prior to departure at the Toofus Welding Emporium in Wood Dale due to the sudden and unexplained separation anxiety suffered by Jack Billimack's right rear shock mount. [See photos on opposite page.] In

point of fact, truth be told, as we always do on the pages of the this journal, Barb Billimack diagnosed the malady using her acute auditory powers by expressing to Jack that something must be wrong due to the cacophony emanating from the back of the car. Closer examination revealed a large chasm on running along the frame where the tube conversion attached. Mike Mueller agreed to perform some emergency welding before we headed to the show. Within an hour or two, we were motoring down I-90 at warp speed on our way to the show held on the grounds of the Fox valley's venerable Milk Pail complex.

We got there about 11:00 and paid our three-dollar entry fee. We were soon met by Tom Morgan and his son who had come out to look around. There was an extremely eclectic assortment of vehicles, ranging from 2006 [classic?] Solstice to some prewar stockers, mixed among the "Bug" otti and "Alphalfa" Romeos motivated by rear mounted Wolfsburg power plants. [I was personally bemused that a '79 Caprice had earned "timehonored" status.]

By my unofficial estimate, there

were probably 150 or so cars on display. Beside our three TR6s, there was also a GT6 on display, more due to marketing than to anything else.

The weather was cloudy and cool, a pleasant change of pace from most August events of this ilk and the three us ambled about for an hour or so and sat and talked for another hour. There was food and drink available and we availed ourselves of the offerings. There were door prizes galore and none of us went home empty handed. I was issued a free brunch for two certificate courtesy of the Milk Pail, which was well worth the modest entry fee. Mike got a T shirt and Jack get a lava lamp, which I suspect one of his in-laws will probably find under the Billimack family Xmas tree in the not to distant future. In addition, there was a 50-50 raffle and the lucky winners left \$120.00 richer.

We headed back to our respective domiciles around three PM. For us, it was a nice afternoon - neat cars, not too far and not too hot. What more could you ask for?

*Suds*







The article below appeared in the Sept. issue of Lotus Notus, the monthly newsletter of the Lotus Corps and was written by editor Carl Sarro. We are reprinting it here, with his permission, as a general interest piece for the benefit those of us old enough to remember the glory days of Meadowdale who may want to help preserve a bit of Chicagoland racing history. [Any similarity between the graphic in this article and Mark Fisher is purely coincidental.]

## SAVE THE SILO

BY CARL SARRO



Long-time Lotus Corps [Ed Note: and ISOA] members will undoubtedly remember Meadowdale Raceways, which was located in Carpentersville, Illinois. In operation from 1958 to 1969, the track was 3.27 miles long, with a combination of flat and fast, hilly and twisty, open land and forest sections. The track's most prominent feature was the "Monza Wall", a sweeping 45 degree banked turn that led onto a 4,000 foot straightaway.

Meadowdale hosted major spectator road races from many different sanctioning bodies including USAC, SCCA, Midwestern Council.

AMA motorcycles, and kart clubs. A Trans-Am championship race was held there in 1968. It was also used for police training, new car introductions and local club events.

Instead of being developed into a shopping mall or condos, the track property has been parted out and purchased by the Kane County Forest Preserve District, the Dundee Park District, and Dundee Township. The result is 330 acres of public open space called Raceway Woods, available for recreation and nature preserves, leaving most of the property intact.

Little remains of the original track except broken sections of pavement... and the Pure Oil silo. Hidden by overgrowth and suffering from neglect and vandalism, the silo was slated to be demolished by the Kane County Forest Preserve District, until a group of local citizens, racing enthusiasts, and history buffs rallied to save the landmark. In July, the District agreed to grant the silo a six-month reprieve as long as the preservation group could present a plan to restore the silo and generate the necessary funds.

Volunteers are donating much of the labor for this project, but it is estimated that about \$14,300 will be needed for the required repair and painting of the 67-year-old structure. A "Save the Silo" fund has been set up at the Cardinal Savings Bank in West Dundee, where private donations to the restoration project can be sent. So far, about 1/3 of the total amount has been raised, much of it from local car

clubs. Additional fund raising projects are also being planned this fall, including a concert, a car show, and a special presentation of Meadowdale racing films.

Raceway Woods is open to the general public for hiking, biking, horseback riding, picnicking, and other outdoor recreation. Although fast racecars will never again compete there, much of the old track can still be walked, reviving the memories of those who were there, and the imaginations of those who weren't.

For further information about the efforts to Save The Silo, and about the preservation of the Meadowdale Raceway property, contact Jack or Donna Redmer, at (847) 428-2362. For more historical background and photographs of the raceway, visit the website - <http://www.meadowdal-eraceway.homestead.com/>. Donations to help restore the Meadowdale Raceways Silo, can be sent to:

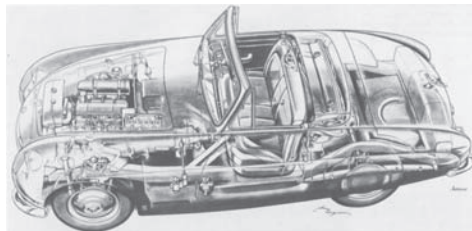
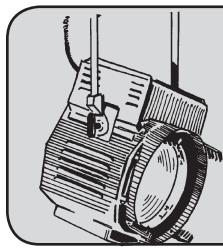
Save the Silo Fund,  
Attn: Bill Geister  
Cardinal Savings Bank  
704 W. Main St. P.O. Box 97  
Dundee, Illinois 60118



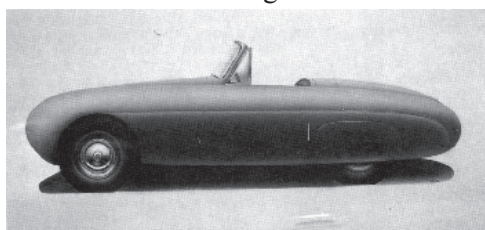


## SPOTLIGHT ON TRIUMPH TRX

BY BOB STREEPY  
Fourth in a Series



Following the motoring public's less than fervent reception to the 1800, 2000, and Mayflower models, Standard Triumph, under the leadership of the mercurial Sir John Black, decided to launch a new roadster known as the TRX [code named Bullet]. Walter Belgrove, chief stylist at Standard Triumph, was given the assignment of designing a luxury alternate for the 2000 Roadster in 1947 at the behest of Sir John, who envisioned an opulent Triumph competitor for the popular XK120 Jaguar. Belgrove was granted carte blanche by Sir John in terms of styling but he was directed to utilize a Standard Vanguard chassis.



The TRX was to be propelled by a 2088 CC engine that produced an anemic 71 bhp [the stock Vanguard put out 68 bhp] and was to offer an overdrive as standard equipment. The most intriguing attributes on the car, however, had to be the electro hydraulic powered seats, top, and titling headlights. While these features would eventually become commonplace, given the reputation of the Lucas systems, it is quite likely that, had this car ever gone into production, warranty repairs would have certainly hurt the company's cash flow.

Belgrove's body design was also complex, employing double-skinned

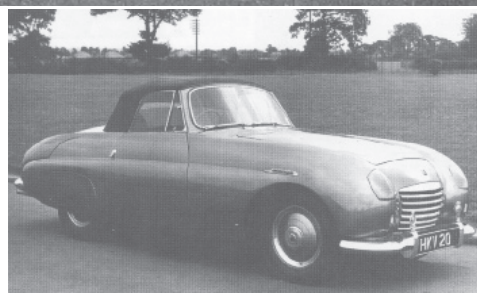
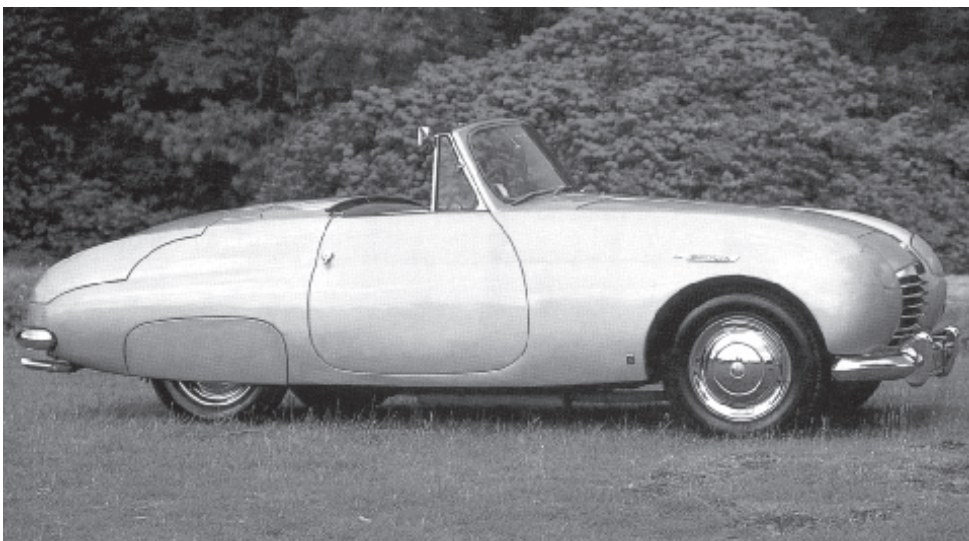
alloy panels, and Sir John decided that rather than having the Standard-Triumph workshop build it, the job would be subcontracted to a coach builder. The sub took longer than anticipated, and consequently, the prototype model was not ready in time for the 1949 auto show circuit.

Three TRXs were eventually built at Standard Triumph and they were first shown at the 1950 Paris Auto Show. Many potential buys were skeptical of the Jetson gadgets, and when Princess Margaret asked for a demonstration of the gizmos at the Earl's Court Auto Show, they shorted out!



Belgrove was then dispatched to Italy to find a source for building aluminum body shells and he had contact with Carrozzeria and Pininfarina, but nothing resulted and any potential deal was stillborn. He suspected that Sir John was losing interest in the project, and shortly after his return to Coventry, the TRX was dropped.

Three prototypes were built and two are said to still exist in the hands of



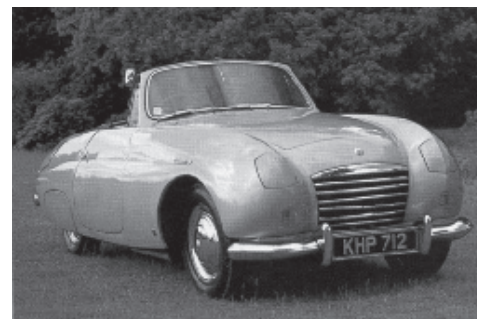
a British collector. It may be just as well that the car didn't make it into production. The cost would have been quite high [£975.00 estimated], and more importantly, the cancellation opened the doors for the development of the Triumph 20s, which would eventually morph into the TR2.

*Next month: the Doretti*

*Sources*

***Triumph Cars The Complete Story***  
Graham Robson & Richard Langworth

***Illustrated Triumph Buyer's Guide***  
Richard Newton



*Suds*

*The following manuscript first appeared exclusively on the pages of SNIC BRAAAPP several years ago after being discovered in the cellar of a medieval Coventry monastery. It has been translated from the original Druid by the eminent wordsmith, Sir Bentley Haynes. We have it on good authority that a new chapter to this ancient prose has been only recently unearthed and we shall endeavor to print it just as soon as it has been authenticated by our resident expert on all things British, Sir Bentley. In the meantime, we are reprinting the first and second installments this month and next in preparation for the unveiling of the latest discovery-known only as the "Da Wrenchi Code" or "The Search for the Holy Grille," scheduled for release in December.*

## A TALE OF TRAGEDY AND TRIUMPH A FABLE *POSITIVELY GROUNDED* IN REALITY



**A**nd thus it came to pass that on the morning of the sixth day the gods atop Mount Coventry were deeply immersed in a discourse most vehement on the nature

of mortal wisdom. Lucas, the Prince of Darkness and Discord, peered down upon the terrestrial countryside and did exclaim to the deities observing the creatures below, "Yon mortals are simpletons! Behold how they pay more attention to their horses and armor than they do to themselves or their progeny. Look ye at that earthly fool!" Pointing at one such mortal, he said "Mind how he doth dote upon his steed by bedecking her withers and brushing her coat until it gleams, whilst his children do without victuals and his fields go to seed. I shall wager my heavenly station here on Mount Coventry, upon the risk of spending eternity in the everlasting Lake of Fire and Brimstone, that such fools might keep attending to their horses even though they be near death."

"Thou hath a wager!" cried Hermes the wing-footed God of Speed, whose namesake chariot was highly prized by mortals of blue hair. "These earthlings were created in the image of the immortals and therefore they have judgment. Wouldst not any true red-blooded male descended from the gods not choose to have his steed in fine fettle rather than attend to his urchins or lands?"

"Balderdash!!" shouted Lucas, "I shall prove that the humans are without sense. I shall choose one by chance and he shall verify my contention." And thus did the Evil One select good Squire Wrenchalot of Bartlett, a guileless vassal, with no breeding as a mounted knight, to be the dupe of his

celestial wager.

Then did Lucifer transmute himself into the image of Sir David of the hamlet Roses, a good comrade to Squire Wrenchalot, and thus did the Dark One fill the brain of Squire Wrenchalot with tantalizing myths of breathing life into a long-dead sporting steed. Slowly Squire Wrenchalot did become entranced by these fables. His judgment beclouded after several tankards of strong drink, Wrenchalot vowed to one day take for himself a decrepit mare and resurrect her as his own majestic mount. Then did Lucas stealthily reveal to Squire Wrenchalot through a chronicle offering just such an equine cadaver for disposal and Squire Wrenchalot did fall prey to the demon's trick. He did travel across the Enchanted River of Foxes, at great peril, to the manor of the purveyor, who was actually the God of Discord, come to earth in disguise to entice Squire Wrenchalot.

"This steed's carcass can be made robust again," said the Evil One. "It will only cost thee a duty of ten pieces of silver." Sir Wrenchalot, having fallen under the spell of the Prince of Discord, did not perceive the steed as the dead nag it really was, but rather, due the Devil's bewitchment, he beheld a magnificent beast, young, nimble and as stalwart as she had once been when she frolicked as a yearling. In truth she was but an old, broken-down horse with vermin droppings on her saddle, leprosy in her fetlocks and rain scald upon her coat.

"Varlet! I shall give thee but five pieces of silver and not a farthing more!" exclaimed Squire Wrenchalot.

"It is done!" cried the Demon bent on deceiving our noble, but foolish hero. "Thou must portage this steed back to thy manor, since she can no longer heed the bridle well enough to halt. Thou must hire a chariot drawn by great beasts to traverse the river of Foxes to regress to thy homeland with thy inanimate destrier." And thus did Squire Wrenchalot bring back to his manor, the derelict steed now known as Lucille. The Squire's good spouse, a long-suffering matron, diminutive of stature, but lofty of

resolve, scowled upon the squire's acquisition, but she said naught. She withdrew into their manor, entreated onto the Holy Virgin for patience, and then did take a vow of celibacy until her husband's reason should return to him and he cast off the spell of the wicked Prince of Darkness.

That same day did Squire Wrenchalot call upon his neighbor, Squire Goodwrench to study his new steed. Squire Goodwrench, who was a wise man in the domain of horseflesh and who had trained many champion steeds, looked closely upon the mount and said unto Wrenchalot, "Foolish knave! Dispatch this beast to the Glueworks! Thou shalt needs apply more leeches to bleed her bad humors than there are in all the kingdom. Her fetlocks have leprosy and she heaves badly when she is spurred. Her gait is unsteady and there is no remedy for her strangles. This horse will require more silver than thou hath and even then she will not be worthy to serve thee well in jousting." The evil spell of the Prince of Discord had begun to fade and then did Sir Wrenchalot behold that he had been deceived by the demon Lucifer.

"Fie upon thee Prince of Discord, ye wicked and accursed wretch!," roared Squire Wrenchalot. "I shall prove thee false! I shall resurrect this steed and I shall evidence to thee that mortals are not as simple as thou would suppose. No demon can encumber a mortal who is pure in heart from rejuvenating his mount! Verily, I shall make this steed hale again, and she shall be known as Lucille, the Wonder Horse and she shall be the fairest in the land! I swear upon my ratchet that this will come to pass or I shall perish trying."

Then Squire Wrenchalot began to remove some of the steed's accouterments and he did fill many vessels from the House of Maxwell until his entire stable was bursting with her entrails. But he could not budge a singular oxidized bolt which attached her hoof to its shoe. He was mightily nettled and endlessly did he struggle with the recalcitrant fastener until he did become faint of hunger and thirst, but still he continued in vain to wrestle with the stubborn bolt which remained as tightly attached as a nun's knees.





Then he did swallow a hearty quaff of ale into which some of the horse's fluids had inadvertently leaked, and did thence swoon, and an apparition appeared before him. It was the Great Matriarch of all noble knights triumphant - The Lady of the Dolomite.

"Take heart gentle Squire Wrenchalot," said the vision. "The gods have observed closely thy efforts and have taken special pity upon thee. I have been dispatched to bestow upon thee three crucial pieces of wisdom which will enable thee to revive this steed. Only after thou do as I say in each of these instances, wilt thou fulfill thy dream and ride triumphant upon thy steed.

First, thou must procure a special tome written by wise Sir Bentley of Flechtamstead. Study it carefully, Squire Wrenchalot, for it doth reveal many of the enigmas which will benefit thee in thy quest.

Second, thou must join the guild of the Knights Triumphant and they will help thee cipher the many riddles which will confront thee on thy struggle. On the first sabbath of the new moon, must thou journey to the sacred grove of the Golden Pheasant and there enter the inn of Mack. Proceed thee into the cellar of this inn and enter into the hall of the Knights Triumphant and seek out their leader. Then shall thou pledge thy loyalty to them and shall they give thee specialized wisdom and council which may help thee in thy endeavor.

Lastly, there will come a day when it will appear to thee as if all thy effort has been for naught. Then shalt thou break the seal of this parchment that I now bestow upon thee, and then shall the final secret be revealed to thee." And the apparition delivered unto him a sealed envelope and cautioned him never to break the seal unless he had no other hope left, lest more evil than good be done. And then, the vision spoke to him for the final time. "Beware Squire Wrenchalot of the power of this envelope. If thou should open it before thou needs, an even more abominable spell will befall thee. Under dire circumstances, must thou never allow thy spouse access to this envelope!" And the apparition began to vanish.

"Wait, oh blessed vision!, One last boon, if thou would be so merciful. Pray help me comprehend how to extract this cursed fastener which will not yield its hold," entreated the mortal.

"Thou shall one day encounter a sorcerer who wilt reveal to thee the secret

to removing this stubborn fastener and the evil spell of Lucas will be broken. And then shall thee and thy steed stride triumphant and thou will be known as Sir Wrenchalot and the Knights of Oakton shall bestow upon thee many an accolade. My time is short. Take heed my council Squire Wrenchalot, and thou shall prevail"

And then did Wrenchalot regain his bearings. He called out to his good wife. "Woman, what day is this?" for he had lost all track of time.

"Addle-brained Dolt, know ye not that this is the Sabbath. Make thee ready for the arrival of my mother who now comes hither for a lengthy stay."

"Gadzooks! How can this be? I must make haste," he said to himself "Tell thy beloved mother I must take my leave," spoke the squire to his chagrined mate for he felt that an encounter with the demons of the enchanted forest would be far better than enduring the cacophony of his mother-in-law. And straightaway did Squire Wrenchalot mount his best plow horse and journey to the sacred grove of the golden pheasant and seek out the inn of Mack. Upon the way he came upon an old peddler with a cart full of ancient manuscripts. "Good Sir," said the peddler, "wouldst thou offer a few farthings for a slightly soiled copy of the Sir Bentley's Book of Sorcery?"

"How knowest thou that this is exactly what the vision of the Lady of Dolomite told me I would need? Straightaway, give me the book, for I must have it for my very own." And Squire Wrenchalot paid the peddler and sat down to study the sacrosanct volume.

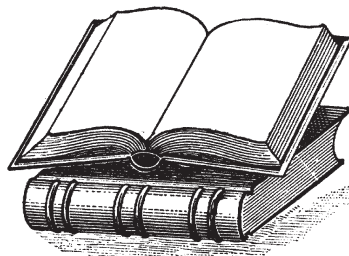
'Isolate the dynamo using a suitable spanner. Then, whilst deploying Churchill tool #666, remove the gudgeon pin and renew with a suitable replacement if necessary. See 56.01423,' he read. "Odds Bodkins," exclaimed our hero. "I am well schooled in the language of the realm, but this makes no sense. Per chance some wise man from amongst the Knights Triumphant can translate this for me," said the squire to himself. Then he packed the book into his knapsack and proceeded to the sacred grove. There in the courtyard did he espy many sporting horses which bore similar marking and brands to that of his own beloved Lucille. There were ponies which did spit fyre [and pass gas] and steeds which resembled stags more than horses. And all of the beasts did mark their territory with stains of their bodily

fluids. "This must be the place told to me by the Lady of the Dolomite" he said to himself. And then he did enter the inn and proceed down into the dungeon where he did meet many knights who shared a special bond to keep their mounts forever young. And they did quaff ale and tell tales of good Sir Peter of Roberts and the churlish jester Boomer who did playfully cast spells of feeble-mindedness on the Knights.

"Hear ye! Hear ye!," proclaimed one knight of regal bearing, "The monthly symposium of the Knights triumphant of the Kingdom of Isoa shall come to order. Are there any amongst us who has not been sworn into our brotherhood? Come forth and present thyself and tell of us thy steed."

And Squire Wrenchalot stood up and identified himself and told the knights of his tribulations at the hands of Lucas and he was made welcome. Thus did Sir Wrenchalot embrace King Spuds and good Queen Barbara who reigned as lord and lady of the realm. And he did bow before them and pledge his eternal loyalty to the guild. And he offered up an oath of fealty and paid his tithe. Then he was given a doublet of scarlet, to symbolize the blood which did ooze from his knuckles, and black to signify the doom that he would risk when traveling on his horse without the company of his fellows. King Spuds then told him. "Whenever thou travels, even if thy steed go lame, we shall attend thee, for thou art one of us and we will not let any harm come to thee. Just be sure to always be on time for guild functions for we are nothing if not punctual."

Then Wrenchalot made the acquaintance of Elwood of the Highlands who counseled him to take caution of the Earl of Wright who did unceasingly entreat the knights to make a pilgrimage to the ominous Dwelling on the Stone in a land far to the North which did reek of curdled milk and fetid ale and the stench from which caused many a good



knight and his steed to become sickly.

He also met good Squire William of Pyleknown

throughout the kingdom for his magnificent sword and his saucy wench who did display a mysterious and perpetual smirk upon her visage and who claimed to stroke the sword



until it did work magic. Sir William also offered to interpret the meaning of the gibberish in the manuscript of Sir Bentley and assist Wrenchalot in his time of need, should he ever require aid with his ancient mare.

And he met many other goodly knights, including Sir Timothy of Tools and the stealthy Sir Geoffrey, lately of a province to the east, who told him that they too had been tricked by Lucifer and had come under the very same evil spell. They told him of a special wizard in the Domain of Armagh who could provide mysterious magic to solve any predicament that their steeds might encounter. They also told sagas of the reclusive alchemist Redbeard, a mystical monk from the Northlands whose monastery was guarded by monstrous hounds with overactive bowels but who remained unfazed by the stench most foul, and who would visit the Guild of the Knights Triumphant with special sorcery taken from lifeless steeds to help the knights keep their own alive or even bring them back to the sphere of the living.

And thus did Squire Wrenchalot join the Knights Triumphant and become a peer of their realm and even serve on their great council and travel with them on many journeys throughout the countryside.

Now soon it came to pass that many brown chariots from the Wizard of Armagh brought various and sundry appendages to be used by Squire Wrenchalot to make Lucille once more display the radiance and grace of her youth. And the Earl of Scheib did make her roan coat glisten once again.

And so did Hermes tell Lucas "Thou wert wrong. These mortals do have the gift of judgment. Mind thee how Squire Wrenchalot hath been schooled by the other knights of the Kingdom of Isoa. Lucille is again of good health and appearance. Thou, Lucas, didst wager thy eternal soul, that this mortal could be forced to give up this quest to make Lucille live again and now it portends that indeed he shall. Now take leave the sacred mountain home to the gods forever, to spend eternity in the Netherworld of Hades!"

And so then did Lucas depart the gods of Mount Coventry for the infernos of Hell and he did vow to take vengeance upon good Squire Wrenchalot. "Forsooth, shall I call upon the demons of Hell to cast a fiendish spell on all such steeds of Lucille's ilk that their sight at night shall flicker and go dim and their bones will rot or may not my name be Lucas, the Prince of Darkness!"

And then did he transform himself

and thus appear to Squire Wrenchalot, this time as his neighbor Goodwrench and say unto him. "We must perform special incantations to bring this steed into full health. I must withdraw her heart to work my magic on her entrails so that she might long endure." And Squire Wrenchalot, trusting his companion, agreed to extract the heart from the great beast and he did watch closely as strange rituals were performed by the Dark Angel, masquerading as Goodwrench. And when Lucille was aroused from her slumber, she did rear up and make an eerie whinny which came up from the deepest part of her bowels and her heart stopped beating.

And then did the Devil reveal himself and say: "Fool, only the gods can revive these brutes and bring them back from the near-dead. Now thou must accept that this steed is perpetually lifeless." And still did Squire Wrenchalot disallow defeat.

"Thou may reckon that thee hast slain my beloved Lucille, Prince of Darkness, but I shall prevail, for I am pure of heart. Neither skeletal leprosy, nor the sounds of hell from deep within Lucille's belly shall stop me. I have sworn a sacred oath on my ratchet that I shall ride triumphant upon this steed in jousts or I shall perish trying. Look ye, vile wretch!!"

And thus did Squire Wrenchalot reach into his purse in which he kept the magic envelope given him by the lady of the Dolomite. Then he did break the seal and extract a gold card of credit from the banking house of Shylock, just issued.

"Aha! With this magic card I shall seek out more magicians, sorcerers, and wizards until finally I shall encounter one who can undo your evil spell." And many years passed and Wrenchalot did travel far and wide until at last he chanced across a wizard who once dwelled in the domain from whence Lucille was sired. And the sorcerer said, "Fear not, Good Squire Wrenchalot, for I have healed many such steeds. I shall require a goodly sum gold and silver to heal her, but thou wilt one day ride this mount in triumph and she shall bring thee honor. Have faith."

And then did he affix his sturdy wrench upon the bolt that the Lady of the Dolomite had avowed could only be loosened by one such sorcerer. "Heed me, Squire Wrenchalot, and declare thee after me; For I am anon about to divulge to thee the sorcerer's secret to reviving steeds afflicted with pernicious maladies. And thence he did

softly impart into the ear of the squire the magic words: 'Ightray ootay ightay, Eftlay otay Oosenlay' And Squire Wrenchalot did speak after him and, as if by magic, it did come to pass that the bolt was slackened.

And thus it was that Lucille was quickened and she was able to present herself in combat on the flat and she did leap o'er fences and chase after steeples and thus did she and Squire Wrenchalot win many jousts and tournaments and they did canter in triumph throughout the countryside to kingdoms far and wide. And they dueled the Knights of Abbington with their silly eight-sided shields in the dressage. And they vied with Lords from the neighboring shires of Austin and Healy, and the ostentatious nobles whose shields were adorned with the heads of pussycats.

And always did Lucille bring her master back to his manor in triumph. And thus did Squire Wrenchalot receive the accolade of the Lords of Oakton and he did become knight Good Sir Wrenchalot. He expressed his devotion to the magnificent steed by providing only the finest oats and hay and grooming her until her coat did sparkle in the sun and raindrops did bead upon her hide, and ne'er did he use the crop or spurs. Lucille, now known throughout the kingdom of Isoa as the Wonder Horse, was acknowledged as the fairest in the land.

"I have shown that a even a simple squire unschooled in sorcery, if pure in heart, will prevail against the forces of Evil," proclaimed Sir Wrenchalot. "Now that Lucille is of sound body, I shall devote myself to conserving my silver for my family's wants. No more shall I squander my fortune on Lucille, for she is now whole and she needeth no more of my silver to hold up high her head in jousting."

"A pox upon you Sir Wrenchalot!", snarled the Prince of Darkness from deep within the sphere of Hell. Thou may think that thee hath bested me, but thou art mistaken. Ye mortals are daft when it comes to steeds and I shall verify it. I shall evoke more witchcraft to make thee pay for the anguish and agony thou hast caused me." And thus did the Prince of Darkness assume the appearance of the Wizard Redbeard and contrive to wreak havoc on Sir Wrenchalot once more.

*To be continued.*





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



**D**ear Sir Bentley, Attached you will find a photo that was sent to me by means that I am not at liberty to discuss. It was acquired, at considerable risk to personal safety, by ISOA News Service Far Eastern Bureau Chief, Ken Kendzy. My instructions were to forward it to the preeminent motor car expert in America. Since I've admired your encyclopedic knowledge of all things automotive since our days together at Eaton, I immediately thought of you, old boy. You are now in possession of the only copy in the Western world. This photo was taken somewhere in China during the last week. It depicts the prototype of the new Chinese M G. As you know, plans are afoot to bring the new M G to America by 2008. M G are even planning to build an assembly plant in Butte Humpe, Oklahoma. My sources in the M G marketing department inform me that the working title for the new model is "Running Dog Capitalist". Although this name evokes a certain cold war nostalgia, it might need some tweaking for the American market. Maybe something was lost in the translation. Specs on the new model are vague, but I hear that it was initially planned to be powered by the domestic two cylinder Wang engine, but market research showed that most Americans would prefer a bigger Wang,

so a four cylinder Wang will be fitted as standard. It is rumoured that suspension will be provided by innovative transverse bamboo torsion bars. If I may be permitted a personal observation, old bean, it seems to me our communist friends have underestimated the size of the average Yank just a tad. Must toddle. Next time you visit Merry Olde, stop in and visit me and Lady Philpot for a cuppa. Cheers. Lord Reginald Philpot, KT, OBE, OBGYN, Snood Hall, Upper Bumbershoot, Worcestershire.

[The preceding communiqué was forwarded from the provinces by my North American conduit for all angloautomotive queries, "Suds" Streepy. He indicates that the letter originated from a local magistrate in the colonies who belongs to the Chicagoland Triumph symposium, despite never actually possessing a Triumph, even though he does own an MG and a Morgan.]



*My Lud-*

*My informed sources do verify that plans are indeed afoot to introduce a Morris Garage derivative that will be designed in the Orient by expatriate BL engineers and produced in your colonial province of Oklahoma, where I am told the sun shines brightly on the plain. The rumoured powerplant for this latest incarnation of Cecil Kimber's opus will not be the Wang, but rather the much more potent 1-3 litre Dong stroker motor with the variable displacement option This motor is based on the ever popular Coventry Climax design. It has the unique capability of going from minimal displacement when the situation calls for nothing too exciting,*

*to full bore [AKA Long Dong mode] when sufficient stimulation arouses the pistons to begin thrusting up and down at full capacity. The operator need only reposition the displacement selectour; [sometimes this has to be done repeatedly] from Low Intermittent Minimal Power [LIMP] to High Acceleration Rapid Domain [HARD] and, through a series of ingenious hydraulic pumps, the pistons are soon gorged with fluids as they increase in size. The increased displacement allows the pistons to reciprocate and much higher rates and they will thrust at higher and higher rates until the operator achieves the desired effect. [It should be noted on many older models, the effect occasionally needs chemical stimulation before the increase in displacement takes place [if at all], while on newer versions, the mode can change from LIMP to HARD for no apparent reason.] Incidentally, after reaching maximum mode, it is best to pull the car off the road to let it rest before attempting the process again. The time required between repeating the process depends on the age of the vehicle and the amount of alcohol in the hydraulic system. During this period, it is quite characteristic for the engine to smoke. This is typical of the engine and should not be cause for alarm,*

*By the by, while the chap in the attached photo bears a striking resemblance to your Mr. Kendzy, it is, in fact, MG chiefengineer Won Hung Lo, who is principally responsible for the re-design of the motor.*

*Cheers  
BH*





## TOPPING OFF YOUR TR6 BY BOB "SUDS"STREEPY

It's interesting to listen to car enthusiasts who think little or nothing of taking on major mechanical repairs, but shy away from taking on upholstery projects. Such is not the case with Spinal Tappet's lead vocalist and co-versifier, Jim "Screamer" Aldridge. On Saturday, August 19th, Dave "Stumpy Joe" Kayson and your humble and obedient headed to Screamer's for a mini reunion of the late, lamented band to assist in installing a top [hood to any anglophiles] on Jim's TR6. I brought along a glue gun, some chalk, a bunch of miscellaneous rivets, snaps, etc that I had laying around, along with a couple of "how to" articles on installing a top. [I had actually attended a tech session at the 1991 VTR convention conducted by a trim shop operator who installed a top at a clinic while a bunch of us looked on, but I had never put one on from scratch myself.]

When we arrived, Jim had laid



Old top - note rear window glaucoma



New top laid out and marked

already out the top on a large work surface and marked the mid point with chalk to position the rivet points on the rear retainer bar [aka stiffener]. We installed the rivets, body studs, flat washers, and foam pads that came with installation kit Jim that had obtained from the Roadster



Factory. We hot glued the flap to the stiffener, and then attached the top frame to the body in order to locate and rivet the webbing strips. We pulled the webbing taught, but left the front of the top



unclamped before riveting the webbing and the retaining plate to the front three top bows. We left the last one unattached until we were sure that everything lined up correctly.



Next we placed the top over the bows and lined the bows up with seams in the top to accurately locate the position of the last bow before riveting the webbing and clamps to the bow. Then we riveted the center and left & right retainer



channels to the front underside of the top frame with the top sandwiched between. We had to remove the seals and channels on the sides that Jim reused from the old top.



The moment of truth occurred when we clamped the handles on the top frame into place and Viola! – A nice tight fit. Certainly cause for a celebration, [as if the Tappets ever needed much motivation to hoist a celebratory beverage.] We had spent about three hours before Dave and I had to leave. Jim still needed to attach snaps along the rear fenders and B posts, but the bottom sockets were already there, so the process was simple and straightforward. Jim also had to install the snaps that go around the last top bow after Dave and I left. An email a day or so later from Jim indicated that the remaining steps were successfully completed and that the top was still in place after a "brisk" drive along the expressway. Jim was especially gratified to be able to actually see out of his rear window.



There are tentative plans for an encore performance of this little episode to be performed on Jack Billimack's TR6 next spring to be held as a club clinic by Spinal Tappets Top Dawgs. If you plan to replace the top on your TR, you may want to attend. Even if you don't, you're still welcome to show up. Details TBA.

*Suds*





## SEPT. SNIC BRAAAPP TRIVIAL PURSUIT ANSWERS



**C**ongratulations to ISOA SNIC BRAAAPP savant Mike "Toofus" Mueller who correctly answered more TRivial Pursuit questions than any of the other respondents, -all one of them! We suspect that the high score was a collaborative effort achieved with help from the lovely and talented Mrs. Mueller, although we would not be surprised if Mike's mentor [a diminutive Italian American by the name of Carlos Rossi] also helped out.

Second place honors went to ISOA Rookie of the Year candidate Mark "TR Elvis" Costello who scored an impressive three correct answers, despite having not received 90% of the issues from which the questions were taken.

1. Why did Joe Pawlak experience a drastic reduction in the mileage of his Honda?  
*The remains of a deceased rodent clogged the air filter.*
2. What was the Triumph Herald's code name?  
*Zobo*
3. Who rode with Mark Anderson to Turkey Run State Park? [Extra credit Why?]  
*A bridesmaid [Ex Cr. The wheel had fallen off the horse drawn carriage hired to bring the bridal party to the reception.]*
4. What failed on Jeff Rust's TR6 on the way back from 2005 Six Pack Trials?  
*The alternator*
5. Why did Barb Billmack miss the Outer Drive Hero's Rally?  
*She had to rearrange her sock drawer*
6. What type of fluid does John Esposito recommend for "A" type overdrives?  
*30W non detergent engine oil*
7. Why does Bob Steele "warm up" his tires at every opportunity?  
*To get better traction*
8. What does Sir Bentley recommend to eliminate Lucas electrical gremlins?  
*Wiretapping*
9. What did Sammy Hagar's Shelby GT500 have in the trunk?  
*A case of tequilla*
10. How many times did Screamer launch his M/C piston?  
*Three*
11. What did Judge #3 use a snowcone for after sampling "Vinnies Vegetarian Chili"?  
*To sooth his the burying of his painful private ailment*
12. What did Al Christopher, Larry Nolan, and Tim Smith have in common at VTR?  
*They all shared the embrace of Morpheus during the convention.*
13. What does "OLDFART" stand for?  
*Order of Loyal Ford A-model Devotees and*
- Restoreres of Triumph Sportscars
14. What does "Silo" Fisher mostly do on his "CostUs" project?  
*He makes "Vroom Vroom" sounds and drinks beer.*
15. What was the most popular wine at Wal Mart?  
*Nasti Spumanti*
16. What did Everit Sanchez do to rate a mention in Snic Braaapp?  
*He tore his scrotum off in a golfball washing machine.*
17. Who designed the 1800/2000 Roadster?  
*Frank Callaby*
18. What do British Tool part # BT8, Snap-On #AH304B, McMaster-Carr 547A13 and Moss 866-250 have in common?  
*They may be used to remove the big brass plug on an A-Type overdrive*
19. What was the most unique vehicle to race at Hallet this spring?  
*The Kastner Triumph 250*
20. What is Dave Kanzler's vanity plate?  
*Rumpus*
21. How did Roman Hrynewycz "earn" his ISOA nickname?  
*He rotated a partially rebuilt transmission thus decanting the ball bearings out of "curiosity"*
22. What single legislative act should be renounced in order to restore sanity on our roads?  
*Right turn on red*
23. What component failed Steve Yott at the South Central VTR?  
*The differential*
24. What product received the official Lake of the Ozark endorsement for sealing marine impeller cages?  
*Monkey Snot*
25. What item does Apex Mosier sell on Ebay?  
*Polaroids of the Holy Virgin in oil on the floor of his Aunt Wanda's garage.*
26. How much was Toofus' breakfast on the "Sympathy for the Devil" Tour?  
*\$6.66*
27. What auto manufacturer once operated the Bosch test track?  
*Studebaker*
28. How many TR250s are there in Ireland?  
*One*
29. What is the relationship between Joe Scaccia and ISOA?  
*He used to own the Roundup Saloon*
30. What were the occupants of a minivan doing on the Blue Ridge Parkway that vexed the Stalker?  
*Watching a DVD at 110 MPH*
31. Who wrote "Engine Summer"?  
*Rick Dentino*
32. What Lucas Xmas gift did Sir Bentley recommend?  
*A device to bleed the smoke from a wiring harness*
33. Why did Saida El Sharwa write to Sir Bentley?  
*She wanted to improve the ignition on her suicide bombing belt.*
34. How many TR6s sold at the Barrett-Jackson auction?  
*Two*
35. Who will receive the proceeds from the "Avorice Aide" Benefit Concert?  
*Exxon Oil*
36. What beverage did Karen "Karne" Rust provide her guests at Chilifest?  
*Beermargaritas*
37. What name has Ernie Husmann assigned his racing team?  
*Wild hare racing*
38. What organization do Ed Mitchell and Bob Steele belong to?  
*Barristers out for a buck*
39. What was Sir John Black's parting gift from Standard-Triumph?  
*A Mayflower*
40. What make and model car did "Sparky" Percifield's new friend drive?  
*A Ford Crown Victoria*



# Snic Braaapp<sup>®</sup>

ILLINOIS SPORTS OWNERS ASSOCIATION

ALL THE NEWS THAT'S FIT TO PRINT...AND QUITE A BIT THAT ISN'T.

VOLUME

BASS

TREBLE

## TEN YEARS AGO IN

### SNICC BRAAAPP

A BRIEF TRIP BACK DOWN MAMMARY  
LANE

WITH JAKE & ELWOOD MANTENO

*Return with us now to those thrilling days of yesteryear as we traverse the*

*wormhole of time back through the Magic and Mystery of time-travel. Calibrate your transponders to 1996 [Just be sure to line your helmet with copious amounts of tinfoil and polyunsaturated luncheon meat. Here, in their own words, is what the Brothers Manteno had to say in Snic Braaapp ten years ago.*

The Oct '1996 SNIC BRAAAPP featured Rick Dentino's "Engine Summer" on the cover [reprinted on page 23] and included an e-mail from Marque Joslyn about a recent race at Elkhart. There was also a nice story by Big Mama on the Heartland Car Show in Quad Cities. It also listed these items for sale

- Stylish new ISOA club jackets. *BLACK* (is beautiful) jacket features red and white accent trim on, introductory priced
- A copy of the 1995 VTR Convention that our club hosted
- 71 TR6, approximately 65,000 miles. Red with white top, body in good shape, needs engine work. \$2000,
- 76 Spitfire, the car is here, the owner moved to New Jersey. His son is selling the car. \$1500 in receipts for new parts, anxious to sell and asking \$750

63 TR4 body shell and rolling chassis. No engine, trans, interior, but it has an excellent frame, good steering rack and differential. Includes wire wheels, fenders, doors, hood, trunk. \$450.

• 68 TR250, runs well, good overall condition, restorable to very good condition. Has the best frame of any TR in the family

• 4-1976 TR7 coupes, 2 possible runners, 2 for parts, extremely reasonable.

The newsletter also contained the following message from President Rust:

#### ISOA PRESIDENT'S COLUMN

*Fall is upon us. The trees are beginning to turn and it's getting cold once again. And as if that wasn't bad enough, Remember that cam problem I had? Well, when my cam went south, it took a few items with it like the BLOCK! "Suuuurrrrrreeeee, you had to go modified didn't you Jeff?" So much for electing which winter project I'll do this year.*

*It seems like everyone wants to elect something different this fall. The republicans want to elect Dole (before he dies), the democrats want to reelect Clinton (before he retires) and Perot just wants to be considered for election. Which brings me to the election of ISOA directors and officers for the 1997 year.*

*That's right, it's that time of year again or almost that time anyway. Time to start putting your plan together and deciding which office you're going to run for. Vice president Laurie-Ann will, of course, run for the vacant Presidential seat which will leave her position wide open which is not to say you can't run for president also. All officers will be appointed by the board of directors (which are up for election this fall). If you or someone you know is interested in becoming a more active member of the ISOA organization, please*

*let me know. Please!*

*But we (1996 Officers) are not dead yet. On October 12th we have the infamous Turkey Testicle Rally [Ed note: See collage on opposite page]. People from all over the United States ask me, "Is this for real or is it like the House on the Rock tour?". Well folks, it's as real as they come and I'm not talking in pairs. The Rally, an exclusive "Tim & Ann Buja Production," will begin at the Union 76 station off route 90 in Marengo and end up at "The Turkey Testicle Festival" in Byron Illinois. A small donation at the gate (don't worry, the turkeys have already donated those) will get you access to beer, band, dancing and all the FREE turkey frieds you can eat. This is a huge "Harley Davidson" and "Triumph Sportscar" gathering although I think the best dressed usually don't drive either. It is safe. So if you fear "Bikers", which you should, don't, here anyway. The people of Byron have never had a problem and everyone is there for charity.*

*Then, on November 10th it's the annual ISOA "munch and brunch" at Casa Lapita Restaurant. Voted by the Chicago Tribune or something as the best non-only Mexican brunch in a Mexican type restaurant north of the border and anywhere in the Chicagoland area. And voted by ISOA as a really great place to have our November meet and eat*

*I will (hopefully) be dragging back from the TR6 6-Pack National convention at the Indianapolis 500 on October 6th and will see you at the Newly remodeled Round-up Saloon for the October membership gathering. Jeff*

New members in included:

- Jim Scherer 60 TR3A,
- Philip Fox 74 1/2 TR6,
- Gary Fager TR6

The ISOA Club Calendar included

- October 3-6 6 Pack, TRials
- October 6 Brunch at the Florence Hotel in Pullman
- October 12 The Turkey Testicle Festival
- October 18-20 All the "Wright" [Frank Lloyd, not Earl] Turns, a fall color tour
- November 10 brunch at Casa Lupita in Naperville



*And that's the way it was, October 1996, [imagine Walter Cronkite's voice] except now, **you were there!***



# ISOA 1996 Turkey Testicle Festival Photos - Byron, IL.



## UNCLE SUDSEY'S NEW BREW REVIEW

### *FAT TIRE AMBER ALE*

We had expected that by now, following our magnanimous offer to perform gratis beer taste tests for club members, that we would have been inundated with various and sundry handcrafted micro brews, however the response has been underwhelming, save for Jim "Screamer" Aldridge's contribution. The *Fat Tire Amber Ale* donated by Jim, brewed and bottled by new Belgium Brewing in Fort Collins Colorado is quite simply the best tasting beer I have ever had. It is a "...feat of balance: toasty with biscuit like malt flavors coasting in equilibrium with hoppy freshness," at least according to the bottle, and who am I to argue? If you like good beer and you see this one on the shelf, treat yourself to a Fat Tire - You'll be glad you did. This is good stuff.

We give this one five churchkeys,

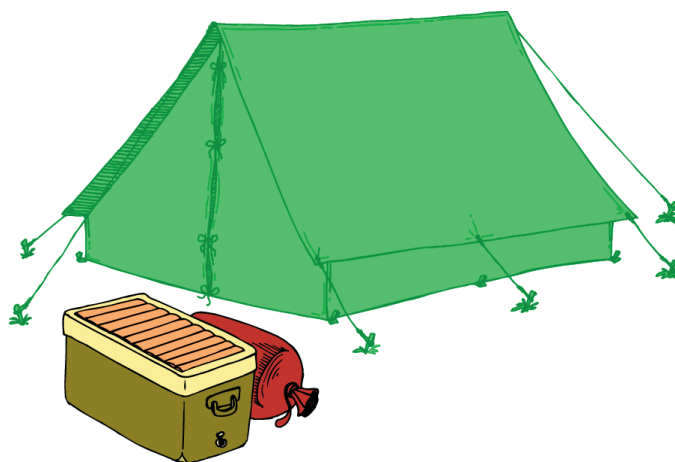


*Suds*



### 2006 ISOA BOARD OF DIRECTORS

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Regalia Coordinator	Kim "Wacker Drive" Jensen 815/729-9731 KimandBill76@sbcglobal.net
BCU Reps	Ken & Arlene Kendzy 847/825858 lkakendzy@sbcglobalnet



October 7-8 - ISOA Fall Campout at Ann and Tim Buja's Wisconsin get-away near Wisconsin Rapids. Tentative plans are for Ann to lead a group from Rockford on Friday afternoon, and Tim will lead another group on Saturday morning. The featured event on Sunday will be a reconnaissance mission to the 2nd Annual Cata-Pumpkin Launch at the nearby Rainbow Casino, where 8-10 pound pumpkins will be launched by teams competing to see how far their catapults, trebuchets, and other assorted siege engines can throw them. Last year's teams managed to throw their pumpkins up to 350 feet down range using mechanical means. Air cannons are new this year, and have the potential for much more spectacular results. This launch is endorsed by the World Championship Punkin Chunkin Association. A sign-up sheet, maps and directions will be at the October meeting.



America's British Reliability Run -  
Oct. 14-5 - Starts in Massillion, OH  
Blake J. Discher; Email: bdischer@blakedischer.com -  
Ph: 313/259-4460





## EURO AUTO FESTIVAL



The Euro Auto Festival is a 3-day automotive event that brings together European Car enthusiasts to display, celebrate and share special stories about the great car marques of Europe. Now in its 11th year, the Festival features a popular car show, an autocross, special exhibits, specialty merchants, and a road rally for all participants.

The Euro Auto Festival was established to promote appreciation for vintage, classic and antique European vehicles. Each year sees entries from throughout the United States, Canada and England, with a full range of European cars on display, from classic to modern and everything in between.

The 2006 Euro Auto Festival will be held October 20-22 at the BMW Zentrum located next to the BMW Manufacturing Co. on I-85, between Greenville and Spartanburg, South Carolina. *The featured marque for this year's festival is Triumph*, and there will be a wide variety of vehicles on hand to represent the breadth, beauty and performance of this legendary British marque.

Once again, this year's proceeds will be donated to the Disaster Relief Fund of the American Red Cross.

If you would like to caravan to this event with ISOAers, call Bob Streepy 630/372-7565



*Its never too early to start planning for  
the 2007 VTR convention  
July 17-21 in Valley Forge PA.*

The MotorCheck  
Vintage GT Challenge  
at Road America  
May 17 ~ 20, 2007



## INTRDUCING ~ MOTRAH 007

Mark your calendars! Sportscar Vintage Racing Association has just announced that it will feature Morgan, Triumph, and Austin Healey (MOTRAH) vintage race cars in an all out feature race challenge on the weekend of May 17-20 2007! We thought we would shake (not just stir) things up a bit in the interest of great vintage racing. Therefore, Morgans, Triumphs, and Austin Healeys will not be battling just one marque on the track as in a typical challenge but two! Details of this event are still being developed by HQ but of course we will have a lot of fun with the 007 theme. We will be picking our choice for the next 007 car and driver out of the MOTRAH participants, and who knows, maybe even the next Bond girl. In addition to the great race activities being planned, we have not forgot about the street car clubs wishing to attend his event. MOTRAH clubs could use the beautiful drive to Road America as your club's spring drive and once you get here we are working hard on many details for a MOTRAH Car Show, Rally, and even a Gymkhana. Also, don't forget about the street car track touring as SVRA will be issuing a complementary touring discount to all MOTRAH cars. Ok participants, this early announcement of MOTRAH 007 will give you plenty of time to get those missile launchers, wheel hub slicers, and ejection seats installed in your MOTRAH of choice (No oil slick generating devices please).

For more info contact: (Morgan) Bob Wilson aka Kermit at [Kerm1@aol.com](mailto:Kerm1@aol.com), (Triumph) Joe Alexander at [j197TR4@cs.com](mailto:j197TR4@cs.com), (Austin Healey) Jeff Johnk at [jeff@centuryrefining.com](mailto:jeff@centuryrefining.com), or stay tuned to SVRA's website at [www.svra.com](http://www.svra.com).  
See you all at MOTRAH 007!



Bob Harrington Photo

## 5<sup>th</sup> ANNUAL TOYS FOR TOTS CLASSIC CAR CRUISE

**OCTOBER 8<sup>th</sup>, 2006**

9:00 A.M. LINE UP LEAVING 10:00 A.M.

**STARTING FROM**

**NORTH: MAIN ST CUSTARD & COFFEE**

RT 173 & RT 83 ANTIPOCH IL 847 395-0800  
INFO CONTACT: WALLY 847 838-2145 OR [CHAPLOX4@AOL.COM](mailto:CHAPLOX4@AOL.COM)

**CENTRAL: MR BEEF & PIZZA**

1796 S ELMHURST RD MT PROSPECT IL 847 228-1210  
INFO CONTACT: MIKE 847 299-1277 OR [DEEJ49@AOL.COM](mailto:DEEJ49@AOL.COM)  
MIKE 847 699-3078

**SOUTH: CARLUCCI'S**

1801 BUTTERFIELD RD DOWNERS GROVE IL 630 512-0990  
INFO CONTACT: TONY 630 980-1376 or cell 847 508-2054

**CRUISING TO**

**VOLO AUTO MUSEUM**

27582 W. VOLO VILLAGE ROAD  
VOLO IL  
815 385-3644

**PLEASE BRING A NEW UNWRAPPED TOY**  
(NO STUFFED ANIMALS PLEASE)  
**RAIN OR SHINE**

## CHI TOWN RODDERS

**WEB SITE: [CLUBS.HEMMINGS.COM/CHITOWNRODDERS/](http://CLUBS.HEMMINGS.COM/CHITOWNRODDERS/)**

In consideration of my participation in this event, I hereby release and discharge Chi-Town Rodders and all sponsors from all known and unknown damages, injuries or claims to myself, my car and its occupants.



*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.*

**For Sale:** 1973 GT6. 81,308 Miles. White w/blk interior. Targa top. w/Sunroof. CD player. John Olas \$4500.00 OBO Ph: 815/354-1414. [8/06]

**Wanted: Last Call** for Triumph photos for anual ISOA calendar. Submit a color picture of your Triumph to Joe Pawlak, [stagfire@elnet.com] ASAP. If your graphic is selected, you will receive a free 2007 ISOA calendar

**For Sale:** 1969 TR6 Air Cleaner Cover \$20; 1969 TR6 Inside Hardtop Cover \$100 Like New, Black; 1969 TR6 Tonneau \$180 Like New, Black; TR6 Rear Metallic Brake Shoes \$30 Contact Michael: bbulfer@Powersales.com [9/06]

**Wanted:** 1976 TR6 seats. Greg Fantozi H:(630) 231-1314 EMAIL: gfantozzi@geneva304.org [9/06]

**For Sale:** GT6 gas tank complete from a 1973 Mk3 with float, gas cap and vent lines \$25.00; Spitfire Engine/Suspension turners right and left off a 1976 Spitfire 1500 \$10.00 each; Monza exhaust off the same 1973 GT6, rusty but complete from downpipe to rear tips.[it's loud!] \$20.00; Spitfire/Herald/Vitesse? 4:11 Diff. \$10.00; Spitfire 3 rail gearbox \$20.00; Misc Spitfire stuff. Parts can be picked up or I will deliver to upcoming clinics. Kim Casper 262-878-2337 or email kcasper@wi.rr.com

**Wanted:** TR6 Glen Skrzypek ph. 630/234-6426 [10/06]

**For Sale:** White 1976 Spitfire convertible with hard top. California car, no rust. MUST SELL - \$2500 OBO located in Wilmette, IL 847 494 0537 or jdthilman@aol.com

**IN NOVEMBER SNIC BRAAAPP**  
SIX PACK TRIALS, PHOTOGRAPHING YOUR TRIUMPH, SIR WRENCHALOT ENCORE PART II, LAKE GENEVA & CANTIGNY CAR SHOWS, SPOTLIGHT ON SWALLOW DORETTI, IRS TUBE SHOCK CONVERSION - LOTS OF OTHER STUFF



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

<b>Mike Bulfer 10/02</b>	<b>Jill Burdette 10/17</b>
<b>Denise Tokarczyk 10/03</b>	<b>Yvonne Kolton 10/19</b>
<b>Susan Quackenbush 10/05</b>	<b>Mike Arch 10/20</b>
<b>Jim Aldridge 10/05</b>	<b>Jack Gleason 10/21</b>
<b>George Loss 10/07</b>	<b>Tom Morgan 10/22</b>
<b>Marilyn Bailey 10/10</b>	<b>Doug Larson 10/26</b>
<b>Peter Conover 10/11</b>	<b>Chuck Hall 10/27</b>
<b>Dick Burdette 10/12</b>	<b>Sue Paulsen 10/27</b>
<b>Karen Rust 10/12</b>	<b>Rich Frain 10/30</b>
<b>Gloria Cappelto 10/12</b>	<b>Barb Billimack 10/31</b>
<b>Sandy Hurst 10/16</b>	

## Featurered Regalia of the Month



No need to worry about the fall nip in the air with this toasty warm polyester fleece blanket. Measuring 48 x 54" when unrolled, it amply covers on a top-down fall drive! And when rolled and tucked securely with the Velcro strip, it measures a mere 12" across to store easily behind the seat of your Triumph. The red blanket is beautifully embroidered with the ISOA logo on the outside and even has an easy carry handle attached. Available for \$20.

## MEMBERSHIP COUNTS:

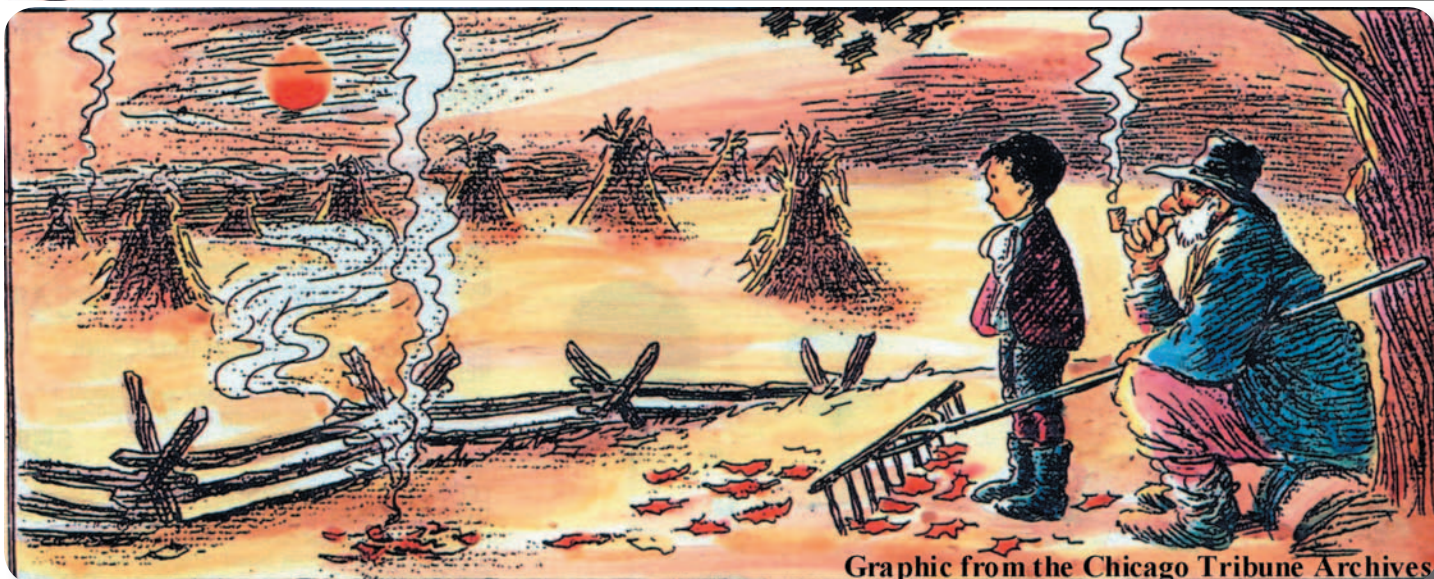
memberships - 155; members - 224

## ISOA ON THE INTERNET

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 [editor@snic-braaapp.org](mailto:editor@snic-braaapp.org)

## ONLINE ROSTER ACCESS INFO





Graphic from the Chicago Tribune Archives

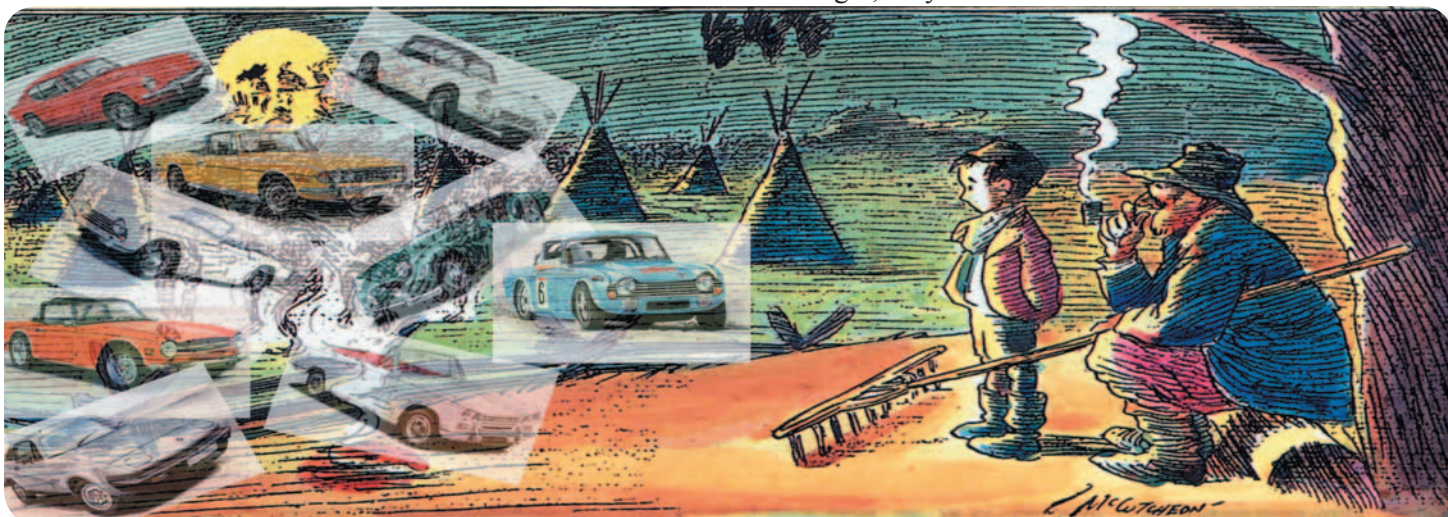
**Y**ep, Sonny, this is sure enough Engine Summer. Don't what that is, I reckon, do you? Well, that's when all the homesick ol' sportscar drivers come back to play. You know, a long time ago, back in your pappy's time, there used to be heaps of fur-in roadsters around here - thousands - MILLIONS, I reckon, 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 standing'. 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 or 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 going SNIC, SNIC. . . an' their exhausts a-going' BBRRRAAPPP jist the way they used to...away back in yer pappy's day.

*Rick Dentino 1975*





OCTOBER 2006



*THE REAR VIEW MIRROR - DAVE KANZLER AND SON JACK IN 1974 TR6*

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