

# SNIC BRAAAPP



July 2007

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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*

## ROSELLE CRUISE NIGHT & SPINAL TAPPETS CONCERT

TEXT & GRAPHICS BY BOB STREEPY



IMAGINE, IF YOU WILL, A SCENE IN WHICH A ROCK AND ROLL supergroup appears at a free summer concert, only to have a veritable monsoon suddenly form, sending hundreds [OK, maybe dozens of spectators] scurrying for cover from the elements. Woodstock, New York, circa 1969 you say? No. Roselle, Illinois, June 2007. Yes.

Spinal Tappets, the world famous [*They were mentioned in the British publication Triumph World.*] nationally acclaimed rock and roll band, and the only

one consisting exclusively of ISOA members, suffered a fate similar to the rock and roll luminaries at Yasgur’s farm in 1969 in upstate New York when their Reunion Tour kicked off at the Roselle Cruise night Friday, June 1st. The audience, mainly ISOAers from as far away as Wisconsin, listened to the initial four songs of a planned two hour set, before rain and hurricane force winds forced the abandonment of the performance, much to the vexation of the band [and its manager], not to mention the audience, estimated to number in the high twenties.

At any rate, at least before the rains came, the event served as a most enjoyable prelude to the summer

*continued on page 13*

### *INSIDE YOUR JULY SNIC BRAAAPP*

*Champaign British Car Show*

*Chi Town Cruise In*

*Spring Campout*

*Sussex British Car Show*

*Spot Light on Spitfire Mark II*

*Gone, But Not Forgotten, V*

*“Classic”fieds*

*Lots More Stuff*

# CHI-TOWN CRUISE IN



CRUISIN' IN CHI-TOWN  
BY KIM "LOWER WACKER" JENSNE



What a great way to begin the month of June...driving on I-55 heading toward Chicago for a Car show along Lake Michigan! Bill & I participated in the 3rd Annual Chi-Town Kruze, June 2, staged in the parking lot between McCormick Place & Soldier Field. The Kruze is a benefit for the Ronald MacDonald House charity & half the \$20. entry fee goes to this cause. They raised \$25,000 this year!

The car show officially began

at 10 am but if you chose, you could arrive even earlier and "cruise" in a 3 mile loop from Buckingham Fountain around to the Art Institute to Millenium Park and back. (We couldn't get moving early enough to do so since we'd been partying with Spinal Tappets in Roselle the night before!)

Anyway, the show was very nice with a wide variety of automobiles (500+) from a Packard to an Amphicar to the world's fastest Lawn mower (80 mph at Bonnevillle!) to variety of American autos - Mustangs, Cameros, Corvettes, Tri-Chevys, etc. Mark Giangreco presented the trophies (he's restoring a '57 T-Bird) and the top winner was an original 1956 Lincoln Mark II that was absolutely gorgeous.

We had a great time enjoying the tunes from "the Drive" 97.1 FM

(D.J. Phil Manicki was broadcasting live throughout the show-field), looking at some very nice cars and even touting the merits of British iron to whomever would listen! (There were a few MG's , a big Healy, a Jag, a Lotus, a Rolls Royce, and a TR6 present in addition to our Miss Elizabeth - BRG '76 Spit). Beautiful weather with a lake breeze followed by a chicken dinner at the Old Route 66 Chicken Basket on our way home...could it get any better? (and yes we had some of our own adult beverages!)

Mark your calendar for June 7, 2008 for the 4th annual Kruze...and maybe this time we'll set the clock to get up to the city early enough to cruise with the big boys & Ronald!

*Lower Wacker*



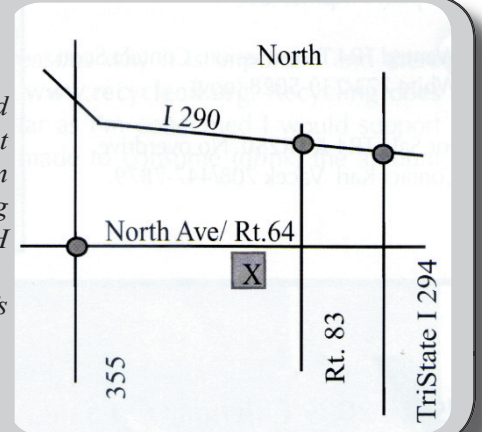


## ILLINOIS SPORTS OWNERS ASSOCIATION

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
July	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	8th	Sun.		Mad Dogs & Englishmen Car Show, Gilmore Car Museum, Kalamazoo, MI
	13-15	Fri/Sun		Roadster Factory Summer Party, Armagh PA Ph. (800) 234-1104
	15th	Sun.		9th Annual British Boots & Bonnets Car Show, Poplar Grove
	17-21	Tues/Sat.		VTR National Convention, Valley Forge, PA
	27th	Fri.		ISOA Drive-In Movie Night, Cascade Drive In, West Chicago
Aug	5th	Sun.		Vintage Transportation Extravaganza, Illinois Railway Museum
	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	10th	Fri.		White Trash Nite, Sycamore Speedway
	12th	Sun.		Heartland British Car Show, East Davenport, IA
	19th	Sun.		Orphan Car Show, North Aurora - (815) 469-2936
	24th	Fri.		Import Night - Downers Grove Classic Car Night
	26th	Sun.		Classic Car Show, Milk Pail Restaurant, East Dundee, IL -(847) 428-4693
Sept	1st	Sat.		ISOA Turnabout Picnic II - [In lieu of Sept. meeting] Burlington Municipal Park
	9th	Sun.		British Car Union Car Show, Moraine Valley Community College
	20-3	Th/Sun.		Six Pack TRials, Hershey, PA
	21-3	Fri/Sun.		Indianapolis British Motor Days
	23rd	Sun.	9:00AM	Cantigny Car Show, Winfield
	29-30	Sat/Sun.		Lake Geneva Rally & Poker Run
Oct.	6-7	Sat/Sun.		America's British Reliability Run, Janesville, WI - <a href="mailto:bdischer@blakedischer.com">bdischer@blakedischer.com</a>
	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	18-20	Th/Sun.		Southeastern Regional Convention Jekyll Island, Georgia; <a href="http://www.sevtr.org/">http://www.sevtr.org/</a>

**For a comprehensive list of Chicagoland Cruise Nights, visit <http://www.rallycruises.com/carshows.htm>. You can always get the the most up to date events data on the information superway by pointing your internet GPS to: <http://snic-braaapp.org/>**

**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 \$25.00. (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



## A LITTLE BS FROM BS



NEWS AND VIEW FROM THE BUSTED KNUCKLE GARAGE

Consider this a plea for help: The excellent photos taken by Stacy McReynolds at the 2005 VTR in Rockford have just about all been used up in the SNIC BRAAAPP Rear View Mirror. If you have what you consider a neat shot of your Triumph, or any Triumph for that matter, we are in need of some fresh colour photos for the Rear View. High Resolution digital would be nice, but we can scan older prints. Take a look around or, if you take some particularly interesting shots this year, please forward them to me. [See Nov. 06 S/B for photo tips from Stacy] Failure on your part to submit photos will result in a disproportionate inclusion of white TR3s and red TR6s in future issues.

•Speaking of pictures, its never too early to submit a glossy to Joe Pawlak for inclusion in the world famous ISOA calendar. If your picture is chosen, you'll get a freebie when the calendars come out.

•We haven't exactly been overwhelmed with volunteers to chronicle some of the events on the ISOA calendar for the driving season. If you take in a car show or event that you find worthwhile, how about jotting down a few words and emailing or mailing me with your observations? If that's too much to ask, give me a call and tell me about and we can at least come up with something for the other members to read. We have never turned down any reader contributions, and we don't plan to start now.

•You may recall that we posted a photo from Mike Bulfer last August that showed John Davies, one of his racing pals, sporting ISOA 2005 convention headgear at Silverstone in the UK. This year Mike has managed to get his hat on the head of a fan Zandvoort in Holland. [See photo.] That chapeau has more miles on than most of our Triumphs.



•Congratulations to Mike "Hands" Blonder on the successful engine rebuild, courtesy of "Yott's Silver Lake House of Motor Repair." We know from first hand experience that hearing that engine come back to life after a lengthy and costly rebirth is pretty damn exciting.

•Casper, not the world's nicest TR3, just the most expensive, has recently awakened from a two-year nap, again

courtesy of Steve Yott, and others. It spent a lengthy stay in the intensive care ward to repair a leaky rear main seal and a dysfunctional throwout bearing. Like Blonder, I am looking forward to experiencing the joy of overdrive as soon as a "little" bodywork is completed. Casper should be making his first Trip about the time of the Boots and Bonnets show at Poplar Grove Airport.

•I made an impulse buy of a couple of tractor motors [TR3A & TR4A] and transmissions recently. The price was fair and Steve Yott was interested in one of the motors and both of the gearboxes, so with the help of Mike Mueller, I picked up the engines and transes. In a bucket o' spare parts was this funky looking fan with six blades. Long story short, old Uncle Sudsey is now the proud owner of an extremely rare tropical TR3/4 fan. The fan, which I had only heard of, but never seen has just recently been lovingly restored at Mueller's House of Powder and is awaiting installation on Casper.



Grind 'em till you find 'em

*Streep*

*From Hemmings email newsletter:*

*Austin and Healey, together again Nanjing Automobile Corporation, which acquired the assets of MG Rover in 2005 and recently began production of the MG TF roadster at the Longbridge plant in Birmingham, England, this week announced that it has made a deal that will result in the revival of the Healey and Austin-Healey marques.*

*Nanjing, which owns the rights to Austin, has formed a partnership with HFI, which last year bought Healey Automobile Consultants, founded by Donald Healey in 1946. HFI had attracted much attention when it announced plans for modern-day versions of the Austin-Healey 3000 and Austin-Healey Sprite.*

*In a statement, Nanjing said that the deal with HFI resolves questions about the ownership of the brands and associated trademarks, and makes possible a joint venture by the companies. The Healey name last appeared on the Jensen Healey, which was produced from 1972-1976. Production of Austin-Healeys ended in 1970.*

*Nanjing last year said that it was considering introducing a line of sedans under the Austin name, which was one of the assets it acquired when it bought MG Rover.*

*- By David LaChance*



## Moore on the Marque by Mark Moore



**T**h i s month I will finish the history of my Triumphs with story of my TR4A. By the spring of 1999, I found

myself deep into Triumphs as a hobby. My TR6 had already served me well for over 10 years but, I knew it had short comings was not ready to address. The TR6 had structural issues that I felt would cost more to fix than the value of the car at that time. The Spitfire was not the answer since it had worse issues and would have less value when finished. Instead I wanted to find a car that was a solid platform for a quick cosmetic restoration that I was more capable of performing.

I was not in a hurry to find another project but, wanted to keep my eyes open in case something were to present itself. This time I was looking to be smarter than I was with the Spitfire. I still had that project and did not need another like it. I wanted to define my needs. I wanted a car capable of longer road trips. This meant an overdrive and most likely a TR series roadster. I still had the TR6 and I intended to keep it. I had come to love the looks of the TR3, but the price of these was starting to rise and I am both poor and cheap. At this same time, I was helping Ken Crowley put some of the finishing touches on his freshly restored TR250 and I fell for the looks of it.

The TR4 body style is one that I had really overlooked until that time. You just did not see that many of them in the late 90's. The car just has great lines, and that power bulge; this had to be my next Triumph. The other great thing was at the time the values of these cars had not really started to rise so I could find

one cheaper than a comparable TR6 or TR3.

Then one just fell into my lap. One of the BBB members has extra storage space at his shop that he rented very reasonably to club members to store their LBC's. Ken was doing some of the reassembly of his 250 in this space and there it was - a 1967 TR4A. Ken told me he had heard from the shop owner that the car was for sale. Ken and I had access to the car, so we had to check it out. The car was rough at first glance. The paint was in terrible shape. It had been resprayed a couple of times and was cracking all over. The interior was a mess. It had been recovered in light blue crush velor, very shagadelic but, it had an overdrive and was solid acontacted the owner and struck a deal. He had owned the car since the early 70's and was just ready to move on. He told me the car was an original black plate California car he had out there but, when I asked when he brought it here, he told me 1977. This took the California shine off the car to me if not him.

The car ran but the front end and brakes were scary. So, I drove it very little before starting the frame off restoration. The plan was to let the motor go for the time being, and worry about the body and cosmetics and see how the motor ran for a few years, then address it. I spent the fall, winter, and spring working on the car. I chemically stripped the paint. and had the frame sandblasted, and just cleaned and painted everything before putting it back together. I found an interior kit from an abandoned TR250 project car, so that went in, and by the end of June. 2000 the car was back on the road and looking good.

I soon learned that I had made a big mistake not checking into the motor better. The car ran reasonably well but, leaked oil like nothing I had ever seen. I had painted the motor and replaced all the gaskets during the restoration, but the rear main was dumping oil on the exhaust pipe so bad that on hard acceleration it looked like I was laying down a 007 type smoke screen. So, as Stalker

would say, it was "a fine looking car". It was so bad that on a caravan to the Quad Cities Show, the other cars pulled over because were sure I was having some sort of mechanical trouble. On the way back from that show the overdrive went out.

I nursed the car around the next driving season and then ran into a stroke of luck at the BCU show that fall when I meet Steve Yott. Steve had completed the restoration of his gorgeous TR4A and said he would like to do a clinic on rebuilding a four cylinder TR motor. I said have I got a deal for you. That winter Steve rebuilt the motor and we found it to be in much worse shape than I had realized. As a bonus Steve was having problems with his overdrive the same time I was trying to figure out mine. He said to bring it over because he wanted to see what mine looked like, so I did and he fixed that too.

The car has been back on the road for about five years now, and is a real pleasure to drive I have taken it on several long trips [The Roadster Factory, TRA in Branson and Southern Ohio. This year it has already been to Road America and the Champaign show. The car is just what I wanted when I started the project, i.e. a very solid very respectable looking car that I can be comfortable taking on longer journeys

So there you have it. The stories behind my Triumphs. I hope this helps you know me as your president a little better. I think it is nice to know how everyone found their way to this hobby and a little bit about their path. It would be nice to hear from some of you. Elwood shared his story of the one that got away in last month's SNIC-BRAAAPP. I know that Streepey can always use more content for the newsletter. If you have a story to share let's hear it.

Til next month

*Guzler*



DO YOU WANT  
CHAMPAGNE WITH THAT?



STORY AND PHOTOS BY  
THE STAGMEISTER

As far as many LBC owners are concerned, Memorial day weekend is the start of the driving season. For 15 years, the kickoff has been the Champaign British Car Festival in that western suburb of Urbana Illinois. While at first there were rumors of it's demise, the weekend was organized and a ton of fun ensued. This years theme was a Hawaiian Luau and the featured car was the Triumph Wedges of 7 and 8 fame. More on this in a moment.

Friday night was significant for at least one long time ISOA member. She had been attending this festival with her dad since she was in the second grade. Some of us still remember the "Holly Hobby" bonnet just barely visible over the door in those days. This was the first year that Emily Kaplon entered the parking lot not as a passenger but as a Spitfire driver! We'll let the picture explain the rest of the story.



The ISOA dinner contingent of Jellybelly, Emily, Opera Man, Mary, Schnapps and the Stagmeister went to our regular Mexican restaurant just a block south of the hotel. For a few of us, the opening round was a huge margarita and that is one of those things that goes down pretty easy after a 3 hour drive. After

dinner we retired for additional conversation in the parking lot and met with many of our British car brethren. Another ISOA member Frank Cartwright brought his 79 TR7 down for the weekend.

The Funkhana was held on Saturday morning with first place honors going to yours truly and my co-pilot Kathy. Several tricky 3 point turns required the front and rear bumpers to "kiss" the cones but not knock off the ducky perched pre-



cariously on top. A bit of grass skirts and hula hoops including well placed rings around the tiki torches completed the course. All the ISOA members elected to do the Poker Rally with us picking up the playing cards at various spots



throughout the surrounding counties. Generalized directions got us close and we had to match the card placement spot with the pictures provided. Our cards reeked of old rear end oil but the Kaplons managed a straight. Along the way we visited a small general store in Mansfield. Of course the store had ice cream with what seemed like 190 different flavors. See Spuds, the first festival you miss and we end up at an ice cream place.



The rally conveniently finished at the location of the luau. This luau party was a riot! Everyone dressed in their



best (worse) beach attire. I guess polyester was designed to be printed in a million different colors. Dinner, a live band, games had us really hopping all night. Each table got a small quantity of Play Doh to create a sculpture. The more games you play, the more Play Doh you got and the more elaborate the sculpture. The tiki gods blessed us with a win with our sculpture winning against some pretty tough competition. The judge said our attention to detail put us over the top. It seems he liked our miniature margaritas (inspired from Friday) complete with straws, a contrasting gold tequila play doh to the blue play doh glass and of course salt on the rim.



Sunday was the car show and the threat of precipitation kept some folks away. TR6 turn out was almost non-existent with only 3 cars in attendance. Apparently the six TR7/8's, and squadron of Spitfires were men enough to brave the elements, and they drove their cars too. 1/3 of the TR6's came in trailers. ISOA managed to pull in a couple of class wins with Guzzlers' TR4 and the Pawlak TR7 Spider. (we did not take the Stag this year). The show ended with a torrential downpour. Nonetheless, we will be back next year. The theme is the 60's so I imagine sex and drugs and rock 'n roll will be some of the related activities. A very low key and relaxing weekend and a ton of fun.

Joe



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**ISOA TECHNICAL EXSPURTS**

<b>TR3</b>	Bill "Whizmo" Pyle 630/773 4806
<b>TR4</b>	Pat "PowerBuldge" Lobdell 219/942 1263
<b>TR4A</b>	Steve "Drippy" Yott 262/997-0701
<b>TR250</b>	Tim "Yacker" Smith 630/428 2620
<b>TR6 (Early)</b>	Jeff "Stalker" Rust 815/874 5623
<b>TR6 (Late)</b>	Irv "Elwood" Korey 847/831 2809
<b>TR7</b>	Phil "Factor" Fox 630/662 7721
<b>TR8</b>	Tim "Tool Man" Buja 815/332 3119
<b>Spitfire - (Early)</b>	Joe "Stagmeister" Pawlak 847/683-9683
<b>Spitfire -</b>	Steve "Sniffy" Yezo (Late) 847/855 9482
<b>GT6</b>	Dave "Snake" Shedor 847/9375078
<b>Stag</b>	Joe "Stagmeister" Pawlak 847/683-9683
<b>Machinist</b>	Bob "Opera Man" Crowley 630/355 2170
<b>KeyMaster</b>	Bob "Senile" Donile 630/837 3721
<b>Electrical Paint, Body,</b>	Joe "Stagmeister" Pawlak 847/683-9683





Dear Editor,

I have recently been released from an interminable [and, I might add, unjustified] incarceration. My Triumphs have thus not been driven for a quite some time. What suggestions do you have for starting them after a prolonged period of storage? PH - LA

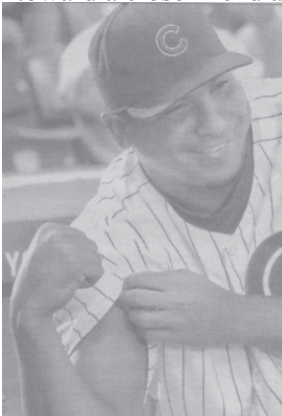


Dear Paris-

We have it on good authority that there will be no need for you to concern your pretty little head with starting up any of your Triumphs any time soon. Bon Appetit.. PS. Don't forget to bring your "soap on a rope"

Dear Editurd

I behaved somewhat boorishly toward a close friend and now I'd like to show him that I am truly remorseful by offering him a gift, possibly a Triumph automobile. What model Triumph would make a good gift? Big Z, Clark & Addison



Dear Carlos,

We've given this one a great deal of thought and we think that in this case, based on your hot blooded, Latin temperament, a Spitfire would be your best bet.. We suggest you check with ISOA chief

technical correspondent Mark Fisher on the best way to enter and exit the car.

Dear Editurd

Have you ever been stuck trying to come up with a suitable ending for one of your stories? I have been trying to come up with a good conclusion for a series of short art films and I seem to have encountered writer's block. Any suggestions would be greatly appreciated.

DC - Joisey



Dear Mr. Chase,

We are always happy to pass on a little helpful advice to a fellow wordsmith. May we humbly suggest that you build up to the denouement by creating an aura of ambiguity. What ever you do, don't allow any resolution to the conflicts that you have spent the last seven years building up. We would arrange to set up for a "killer" ending, [pardon the pun] by placing the protagonist in a situation where it appears as if his demise is imminent and then, and this is important, make sure that . . . .

Dear Editor,

I was just reading my June issue of SNIC BRAAAPP and a thought occurred to me: Am I the only person who thinks of Godzilla's nemesis when I see the word "Mothra?"

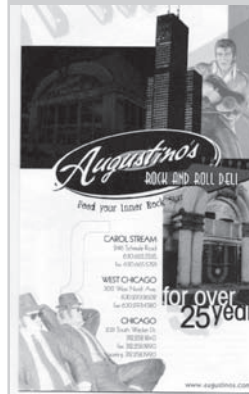
Maestro

Dear Maestro

Apparently, although several readers did wonder why were including an article on pain relievers

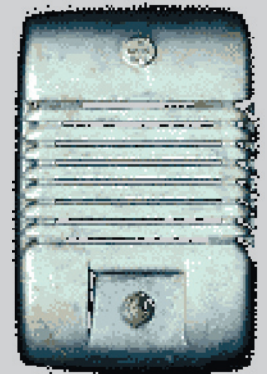


Attention ISOA cinema buffs, join your fellow ISOA movie lovers for an evening under the star at our annual "Drive In Movie Nite," Friday July 27th. We will meet for dinner at Augustino's Rock and Roll Deli [motto: "Feed your inner rock star!"], 300 West North Ave [just east of Rte 59], in West Chicago around 7:00



PM for dinner. From there we will drive 1.2 miles east to the Cascade Drive-In Theater on North Ave (IL 64), in West Chicago, IL (630) 231-3150. The film begins at dusk. [Call ahead to find out what's playing that night.] This is the largest outdoor cinema within the state of Illinois with a capacity for 1200 cars.

Lit-up seasonally from April thru October since 1952, Cascade screens double features of first-run films 7 nites a week, and provides a choice of traditional Drive-in speakers or FM radio for the movies' soundtrack. Admission: \$6 adults; \$1 children





Join your fellow ISOA racing fans at Sycamore Speedway on Friday evening August 10th for White Trash Nite IV. Have a sandwich and a beer before the first race at the track. This is always a good time, so don't miss it.

Race & Weather Phone: 815-895-5454 [or] 815-895-5800

Qualifying starts at 7:15 p.m., all racing starts at 8 p.m.

Sycamore Speedway is located just 4 miles east of Sycamore or 15 miles west of St. Charles, Illinois on Hwy 64 (North Avenue). From Chicago, take I-88 to Hwy 47 (Sugar Grove) exit. Take Hwy. 47 North to Route



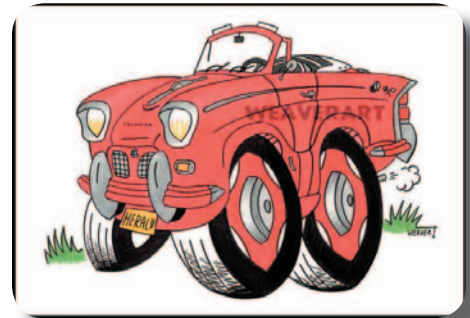
64(North Ave.) Turn left (West) on Hwy 64 approximately 7 miles to Speedway Entrance. Speedway entrance is on the North side of the road



Admission:  
Adults: \$12.00  
Children: 6 thru 13  
\$5.00  
Under 6 FREE



*Ed Note' In case you missed the May meeting, you will find the lyrics from the song performed by Jim Aldridge below*



### PUFF THE TRIUMPH HERALD

LYRICS BY ALDRIDGE & STREEPY

PUFF, the Triumph Herald sat in a shed  
His tires were bald, his paint was shot, his battery was dead.  
Little Jackie Billimack loved that rusty PUFF  
and bought him parts and cleaner wax and other fancy stuff.

#### CHORUS

PUFF, the Triumph Herald sat in a shed  
And rotted in the autumn mist in Crystal Lake, they said.  
PUFF, the Triumph Herald would shudder, cough, and shake  
While Jackie steered through Puff's oily mist in a town called Crystal Lake

Together they would travel in a cloud of blue-smoke haze,  
Jackie watched for traffic cops, but the smoke-screen saved the day.  
XKE's and Healys would chuckle whene'er they came,  
Muscle cars would smoke their tires when Puff wheezed out his name.

#### CHORUS

A Herald lives forever, but not so little boys  
Rusty cars with tiny motors make way for other toys.  
One dark night it happened, Jackie showed up at Puff's door,  
He dropped a Chevy big block in, and Puff gave out a roar.

His rear tires spun in anger – his engine shook the ground,  
PUFF no longer took that shit from the cars that put him down.  
With his new crate motor, PUFF was in a new car class  
And PUFF the mighty Herald could now kick some righteous ass

#### Final Chorus

Puff the mighty Herald has moved from the shed.  
He hangs around in Volo now, with the muscle cars, instead.  
XKE's and Healys shudder, cough, and shake  
While Jackie steers and bangs the gears in the town of Crystal Lake.



## GONE, BUT NOT FORGOTTEN, PART V - 1969 Opel GT

BY PETER "MAESTRO" CONOVER



hitting the deer, but we ended up in a ditch along the side of the road. Luckily no one was hurt, but the car didn't look good. My girlfriend's

been pretty much limited to looking over my Dad's shoulder as he said, "Watch what I'm doing so next time you can do it yourself." The problem was that my Dad's methods of car repair were along the lines of creative use of duct tape and bailing wire – crude at best. (Okay Dad, maybe I'm exaggerating just a bit!) But to everyone's surprise, including my own, I managed to have a working car by the fall when I began college.

The Opel had its various reliability issues, not counting the time when, unlike my experience the night of my graduation, I did hit a deer. But what led me to replace it within a few years was the fact that I couldn't fit a string bass in the car without it hanging out the window. My Dad helped me sell the Opel, and I was sorry to see it go. The replacement car was a 1974 Datsun 260Z 2+2. Not only did it fit the bass comfortably with its hatchback and fold down rear seats, but it was a much more reliable car as well as rather sporty, but that's another story.

This story, like many stories, begins on the night of my High School graduation. I had recently started playing string bass in the orchestra at the Bucks County Playhouse in New Hope, PA, about 15 miles from home. Like many kids in 1979, I borrowed my parents' cars to get to and from my job. My Dad was never one for having great cars (as far as I was concerned), and at the time his car was an Opel Manta, purchased from one of my sisters. While this was an improvement over the Chryslers that he had up until that point, it certainly hadn't made much of an impression on me.

That night, driving from the theater to my girlfriend's house on River Road (PA Rt. 32), a nice road which winds directly alongside the Delaware River, a deer suddenly crossed in front of us. Using evasive driving techniques I didn't even know I possessed, I managed to avoid

brother drove a tow truck, and the next day he brought the wreck home, where we quickly determined it wasn't going to be worth fixing.

Some of the next details are bit hazy, but I somehow found out that Opel GT's use the same engine. Realizing that the mechanical parts of the Manta were still useable, I inexplicably found a 1969 Opel GT that needed a new engine. Since I had next to no money, I must have bought it cheap. (My father replaced the Opel with an absolutely horrible AMC Hornet, which till this day he considers my "graduation present.") I brought the Opel GT home, and armed with a Chilton's book and my Dad's tools, I spent the summer transferring the engine from one car to the other (using a borrowed swing set and chain hoist in lieu of an engine hoist), as well as undertaking what would become my first restoration project.

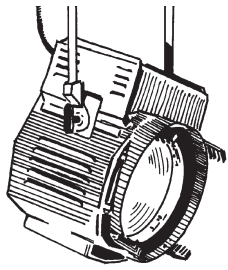
Bear in mind that up until then my car work experience had



*Maestro*



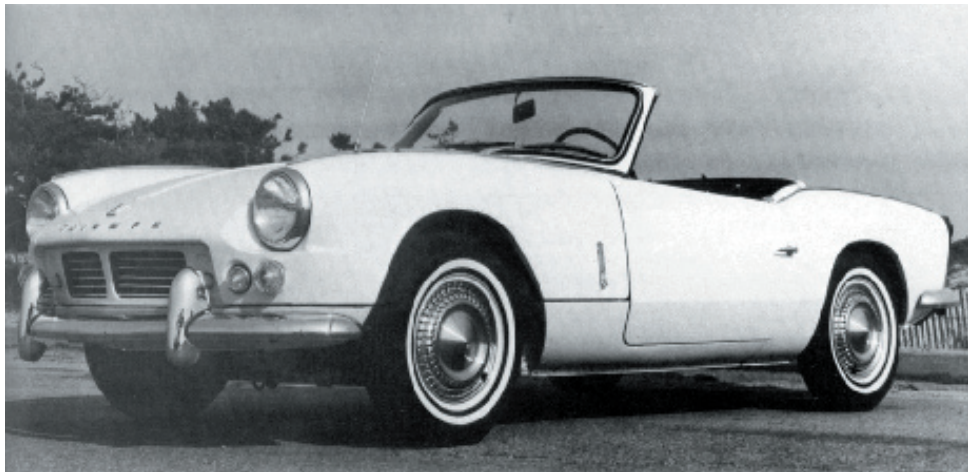
## SPOTLIGHT ON SPITFIRE MARK II



ELEVENTH IN A SERIES

BY BOB STREEPY

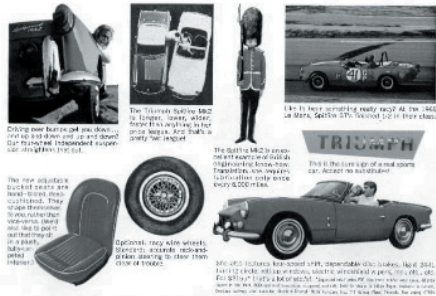
By 1964 BMC had modernized the Sprite and Midget by adding [gasp!] roll-up windows, among other “improvements” which called for a countermeasure from Triumph. In response, the Spitfire Mark II made its debut in March of 1965, sporting an



did reduce the elapsed time to get there slightly.

Actually, according to Richard Newton, author of *The Illustrated Triumph Buyer's Guide*, the Mark II is a better buy than a Mark I, not only because

Factory options included wire wheels, a hardtop, and overdrive. There was also a very rare option for “tuning kits” from Triumph in “Interim,” “Stage I” and “Stage II” versions. The “Stage II” consisted of an eight-port head and twin Weber carburetors, plus a hot cam and header.



of the modest HP increase, but also because of improved seating which provides better vision along with improved comfort. It also had better handling than its Mark I predecessor according to several magazine road tests performed



Booming surf. Roaring engine. A pretty girl's smile. Triumph Spitfire Mk2.

increase of a whopping four horsepower from its 1147CC motor over the Mark I, even though the top speed remained the same at 92 MPH. The improved performance was accomplished by modifying the camshaft and the intake and exhaust manifolds. The modest bump in ponies did not affect the top end, but

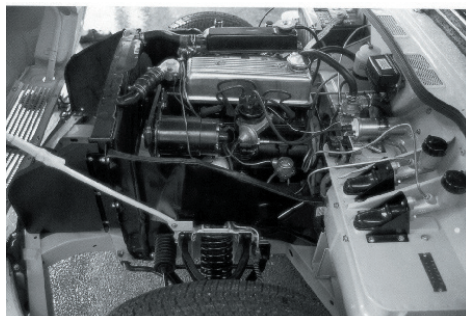


at the time. Carpeting vs. rubber floor mats, along with vinyl covering over some previously exposed trim pieces, added to the Mark II's ambiance. It also featured an improved diaphragm spring clutch. The most significant appearance change was to the grille which now had a horizontal bar instead of the mesh that adorned the Mark I.

Perhaps the thing that the Mark II had going most in its favor was its relatively low cost, of £800 [\$2250 U.S.], making it the most reasonably priced sports car for the buck of its time. In fact, the same can be said for Spitfires today when compared to Sprites and Midgets.

The Mark II Spit would wrap up its production run in January of 1967, but not until more than 37,000 were sold.

Next time – The Spitfire Mark III





(continued from page 1)



driving season, as numerous club members opted to cruise in their Triumphs to Roselle to spend a pleasant night under the stars listening to the Tappets. There was a nearby ice cream shoppe, quite possibly opened in anticipation of the arrival of our club's events coordinator. Regrettably for them, Jack "Spuds"



Billmack was unable to attend, thus resulting in much lower than anticipated earnings for the purveyor.



In addition to the band members, [Jim "Screamer" Aldridge – lead vocals & guitar, Mike "Wheelman" Konopka – vocals & lead guitar, Peter "Maestro" Conover- vocals & bass, Mark "Silo" Fisher – harmonica, Dave "Stumpy Joe" Kayson -

percussion, and Dan "Wrongway" Swanson - keyboard,] Mike Blonder & Terry Underhill, Doug Clark, Mark Costello, Joe & Rosanne Felix [TR4A], Jack & Mary Lou Gleason [TR6 at a club function on its maiden voyage], Jay & Mary Jo Holekamp [TR4],



Roman Hrynewycz [TR6], Jerry & Sandy Hurst [TR6], Bill & Kim Jensen [Spitfire], Joe Kaplon, Chuck Montague [Spitfire], Mike & Diane Mueller [TR6]. Joe & Kathy



Pawlak [Spitfire], Dave Shedor [TR6], Dale Sorci [TR6], Bob Steele, Steve Yott [TR4A] and your humble and obedient scribe, accompanied by his caregiver-Carol [TR6] were



in attendance, along with possibly a few more members whom I failed to notice in the panic of the storm.

Even though Roselle has just started hosting a cruise night this year,

there was nice sampling of muscle cars, along with a now classic Pontiac Solstice, a four door Falcon, a couple of fat fendered Ford hot rods [36 & 40], and some tri-five Chevies. There was even a DJ, [who couldn't remem-



ber the band's name], and a guy selling old license plates – but no brown acid. The venue was also "unique" in that it was most convenient to public transportation, as commuter trains blasted past every few minutes.



In all seriousness, it was unfortunate that the weather conspired to dampen the evening, particularly in light of all the work that the band put into preparing for the gig, writing and rehearsing numerous new material, setting up their equipment, doing the sounds checks, etc. It also seemed, at least to this reporter, that lead vocalist Jim "Screamer"



Aldridge was in especially good voice on this evening, making the "washout" even more disappointing. Even though the band was able to resume playing after the deluge, the crowd had thinned considerably, except for a number of ISOA stalwarts who enthusiastically cheered the Tappets on until around ten. From there the group and its ISOA fan base adjourned to nearby Casa Kayson for a post gig party until the wee hours.



*s. T. Reep*



## Triumphs Forge Ahead!

Join Delaware Valley Triumphs, Ltd. in Valley Forge, Pennsylvania  
And celebrate the 50<sup>th</sup> Anniversary of the TR3A

Reservations available now at the Sheraton Park Ridge Hotel  
Mention the "Delaware Valley Triumph VTR 2007 Convention"  
To get special telephone-only rates - 800-325-3535



## 2007 Vintage Triumph Register Convention

July 17<sup>th</sup> through 21<sup>st</sup> 2007

visit our website for more info - [www.vtr2007.com](http://www.vtr2007.com)

### Ninth Annual All British Car & Cycle Show With Vintage Aircraft Fly-In & Optional Pre-Show Rally\*

\*Rally to be held on Saturday afternoon preceding the Car Show)

Co-sponsored by the  
**BRITISH BOOTS & BONNETS CAR CLUB**  
of Rockford, Illinois and the  
**Poplar Grove Vintage Wings and Wheels Museum**

SUNDAY JULY 15<sup>TH</sup>

PH 608/752-4689 FOR ADDITIONAL INFO



ILLINOIS  
RAILWAY  
MUSEUM

Located in Union, Illinois, 5 miles off  
I-90 via Route 20, Marengo exit.

### 17 TH ANNUAL VINTAGE TRANSPORT EXTRAVAGANZA

SUNDAY, AUGUST 5, 2007  
8:00AM UNTIL 5:00PM

**\$5.00 OPEN TO VEHICLES 1992 AND OLDER \$5.00**

SEND \$5.00 PER VEHICLE, CHECK OR MONEY ORDER, PAYABLE TO  
"ILLINOIS RAILWAY MUSEUM." VEHICLE DRIVER & PASSENGERS RECEIVE  
FREE TRAIN TICKETS (A \$10.50 VALUE EACH) VALID FOR THE DAY OF THE  
SHOW ONLY. VEHICLE REGISTRATION THE DAY OF THE SHOW WILL BE  
\$10.00. PRE-REGISTER AND SAVE \$5.00 AND TIME AT THE GATE!

THE VINTAGE VEHICLE GATE CLOSES AT NOON, NO FREE TICKETS AFTER GATE CLOSES.



FOOD AND BEVERAGES  
AVAILABLE AT THE  
SNACK BAR AFTER  
9:30AM

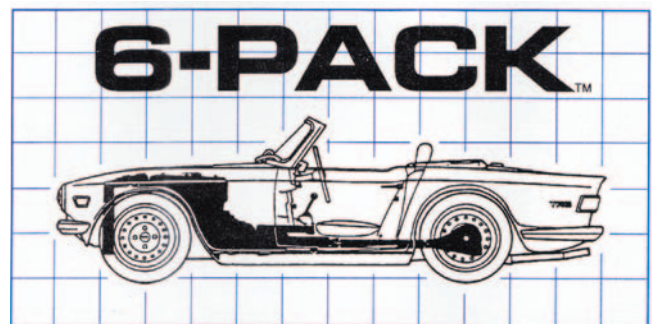


PH. 262/697-7474 OR

GO TO [WWW.IRM.ORG](http://WWW.IRM.ORG) FOR ADDITIONAL INFORMATION.  
ISOA IS CLUB #234

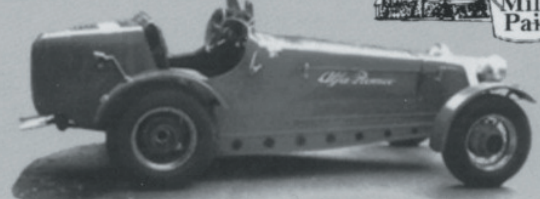


EUROPEAN SPORTSCAR CAR NIGHT FRIDAY  
JULY 27<sup>TH</sup> 6:00 PM



TRIALS 07, SEPT 20-23  
HERSHEY, PA

### Eighth Annual



**CLASSIC CAR SHOW**  
Sunday August 26



SUNDAY, AUGUST 12<sup>TH</sup>

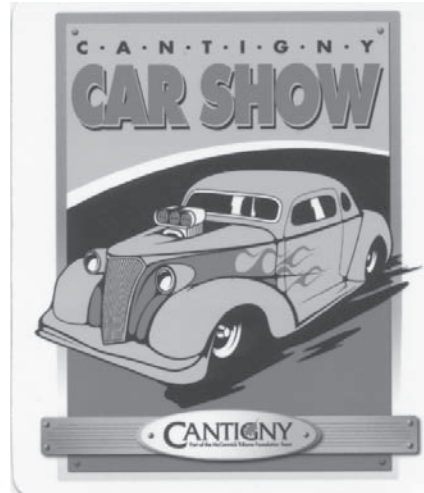


chicagoland corvair enthusiasts  
15th annual orphan auto picnic  
**oap**

The 17th Annual Orphan Auto Picnic, Sunday, August 19, 2007, Aurora, Illinois  
Directions: Take I-88 to Aurora and exit at Route 31 southbound. The exit is near mile marker 117 on I-88. Continue south on Route 31 to Indian Trail. Turn left onto Indian Trail. You are now heading east. Just after crossing the Fox River, turn right onto Route 25 (Aurora Avenue) and head south. Look for a guard rail on your right. Just after passing the guard rail, you'll see the driveway on your right, which will be marked on the day of the picnic. Turn in to the driveway, and follow it down the steep hill and across the railroad tracks.



Friday, August 24th



SUNDAY, SEPT. 16



Sept 29-30

30th Annual Lake Geneva Classic Car Rally, "According to Hoyle" Automobile Tour, American Cancer Society Childhood Research Benefit, Sponsored by Corinne Kreissl Memorial Foundation Inc. Saturday: Car Show (by Riviera building on Wrigley Drive) from 9am-11am, Parade (downtown Lake Geneva) at 11am, Wood Boat Show-Parade, Yerkes Observatory Open House, Hubcap-Runningboard Dance. Sunday: Grand Car Show Finale, Silent Auction Bidding, "Flip Flop" Clown Show for kids, Liflight Flyover by WWII Bi-Planes and Classic Aircraft. For additional information call (262) 248-2764, [www.classiccarrally.net](http://www.classiccarrally.net)



# THINK YOU'RE UP FOR IT?

**In the last four years we've raised more than \$100,000 for kids battling childhood diseases by driving in America's British Reliability Run. Now we're at it again!**

On Saturday, October 6th, up to 80 vintage British cars will depart two locations, one in Ohio and another in Wisconsin for demanding, two day, 800-mile drives to raise money for two highly regarded children's charities.

This year, we're driving for the Ohio-based "adventures for Wishkids" and the Milwaukee-based "Center for Blind and Visually Impaired Children."

**So get a co-pilot, jump in your little British car and join us. It's a lot of fun, you'll meet fellow British car enthusiasts, and it's for a great cause!**

Get involved, you (and your car) can do it! Or, please consider making a tax deductible donation.

*Because teams pay their own expenses, 100% of your donation goes to the charity.*

**[www.abrr.org](http://www.abrr.org)**

Made possible through the generous support of Little British Car Company ([www.lbccarco.com](http://www.lbccarco.com)) and Hagerty Insurance ([www.hagerty.com](http://www.hagerty.com)).

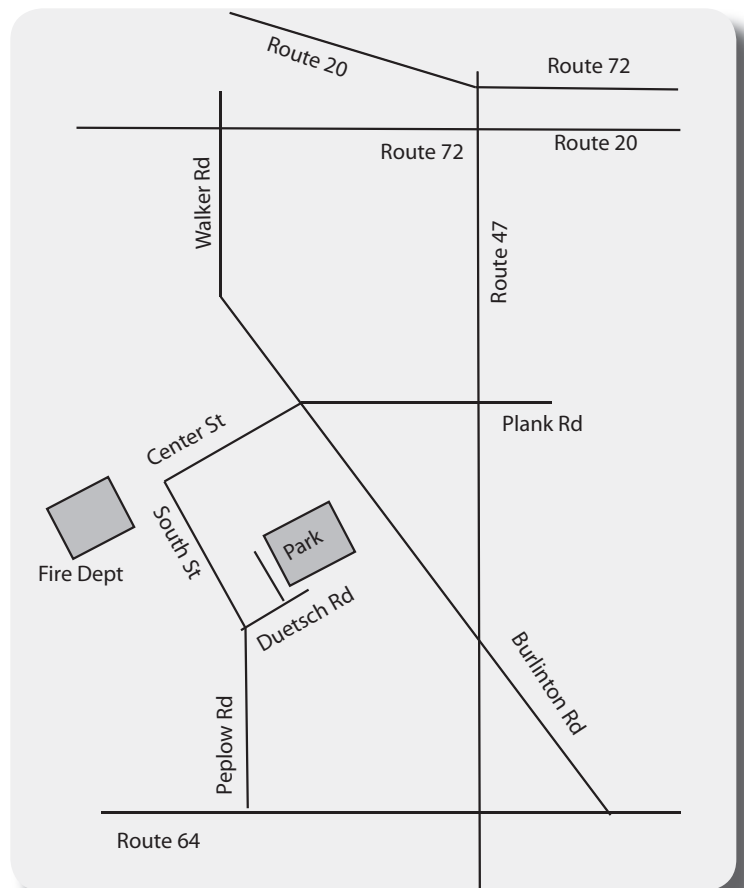


*ISOA Turnabout Drive/Picnic  
Saturday, September 1st*

*Make plans to attend the second annual ISOA turnabout picnic. Take a pleasant drive out to Burlington and enjoy a burger, or brat, along with a soft drink on ISOA. Just bring a dish [hors doerve, meal compliment, or desert] along with your own utensils.*

*Starting time will be noonish and will continue until we run out of food. There are real bathrooms and a pavilion, so the party will be on rain or shine.*

*There will be a sign up sheet at the august meeting. For further info, call 847/683-4184 or e-mail stagfire6573@foxvalley.net.*







JULY ISOA MEETING NOTES,

More than fifty of the usual suspects packed the garden level of Mack's Golden Pheasant on Sunday evening, June 3rd to attend the monthly consortium of the Illinois Sports Owners Association. Ably filling in for absent chief executive Mark Moore was VP Mike "Toofus" Mueller, who called the proceedings to order a little past seven. Following the introduction of officers, Mike welcomed first timers Josephine Barrett and Diane Willow of Lisle who own a 1982 Spitfire 1500.

Mike then asked for feedback from various club members' project updates. Irv Korey declined comment on the Toyota transmission conversion on his TR6, but your humble and obedient scribe's informed sources revealed that the undertaking was not going as well as expected, but that there was "[a trouble] light at the end of the tunnel."

Actually, the third phase, and hopefully the final one, is scheduled for mid June. Mike "Hands" Blonder reported that his TR4 was once again on the road, due in no small part to Steve "Drippy:" Yott who had overseen the engine/trans/OD rebuild and installation. Tom Sotomayer mentioned that he had discovered an automotive recycling center [junk yard] in Arizona that contained many relatively rust free parts. [For details call 602/415-1846 or visit ghmg@aol.com]

Joe "Stagmeister" Pawlak reviewed the recent Champaign British car show [see story page 6], Kim Jensen spoke about attending the Chi Town Cruise in downtown Chicago on Saturday June 2nd. While she had the floor, Kim also mentioned that she was planning to add to the ISOA regalia line soon, and that new T-shirts and sweatshirts would shortly be available. Jim "Screamer" Aldridge then spoke about the Roselle Cruise Night held on Friday June 1st [see page one]. Many in attendance echoed Jim's sentiments that the event was indeed a great time and that, hopefully, an encore performance will be in the offing. Your humble and obedient scribe also described the inaugural MOTRAH races at Road America [see June Snic Braaapp] and invited those in attendance to watch a video slide show of Triumph racecars in action during the break.

Following the recap of past events,

and in the absence of Jack "Spuds" Billimack, I outlined the upcoming activities on tap for the summer driving season. Among other things, we discussed the Peoria, Michiana, Wisconsin, Kalamazoo, Boots & Bonnets, Union, Orphan, Heartland, Milk Pail, Cantigny, and BCU car shows along with cruise nights in Wheaton, Mundelein, and Downers Grove. We also spoke about plans to caravan to VTR in Valley Forge, PA. In addition, we talked about the Movie Night, White Trash Night, turnabout picnic and golf outing.

Following a break, Terry Underhill asked for volunteers to aid in planning for the Big Bash, the club's annual holiday gala, held in January. Then it was time for the highlight of any ISOA meeting: the Boomer and Peter M. Roberts nominations. In the category for having done something nice, Dick Burdette nominated Dennis Delap for repairing a recalcitrant TR3 starter; Mike Blonder nominated Steve Yott for basically rebuilding and installing the drive train on his TR4; Joe Kaplon nominated Frank Cartwright for providing and installing an electronic fuel pump along the roadside on the way back from Champaign, and Joe Felix nominated Pete Ballard for utilizing a large hammer on a stubborn brake drum. The loving cup, and a complimentary beverage went to Frank.

The Boomer nominees included Rich Scholl, nominated by Rich Scholl [ed note: since the Boomer from June had not been returned, many in the audience chose this opportunity to "come clean" as it were, knowing that they would not have to lug the thing home.] for testing his starter, while the his car was in gear and on ramps. [The good news was that the wiring worked.] Terry Underhill nominated Mike Blonder for taking four [4!] hours to change a heater hose. Jay Holekamp nominated his brother Harry for selecting the Maple Leaf Motel in Plymouth WI, for our accommodations during the MOTRAH races, and Peter "Maestro Conover nominated your humble an obedient scribe for introducing the members of the band at the Roselle Cruise night on schedule, despite the ominous cloud pattern. [Apparently, the band members would have preferred being anonymous and dry. Rich won in a close vote.

Begging your continued forbearance for any errors or omissions, your humble and obedient scribe.



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**For Sale:** 1960 TR3A Basically stock except for following upgrades: •Koni shocks in front •Reworked head with Stellite valves and hardened seats. Good to go with unleaded. •TR4 trans (synchro in first gear) •Overdrive (not working) •Gear reduction starter •Custom made soft side curtains •Good tonneau •Good convertible top •Steel wheels and steel wire wheels •Rebushed front suspension •New rear springs. •Spin on oil filter. Call George Capper 708-542-1762 (cell) or e-mail ghcapper@aol.com. \$11K or nearest reasonable offer, 5/07

**For Sale:** 1980 TR7 convertible. 5-speed. Fairly original Kansas car showing 73K. Older gold repaint over original Russet. Tan plaid interior. Low miles on tires, rebuilt alternator, TSI driveshaft. Starts/runs/drives good. Factory manual and a few spares included. First offer to ISOA \$2200, Will consider trade toward older TR. Andy Mikonis 773-523-3330 or r41hp@yahoo.com [6/07]

**For Sale:** 1974 TR6, carmine red with tan top and tan interior. Rebuilt engine in 1994, overdrive transmission and Michelin red line tires. The car runs very good and is well maintained. New dash not installed in car included. I have all receipts dating back to the early 1980s. \$9250 OBO. Call Ken Crowley at 815-262-8446 Cell

*Special Snic Braaapp thanks to **Mike Geiter** and **Frank Cartwright** for the loan of several Triumph dealer brochures which have been added to the newsletter "Classic Graphic" TRchives file.*

*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. Prolonged exposure to Snic Braaapp has been found to cause sudden and potentially fatal drop in vital signs.*

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



Dan Jungels	Mark Moore
7/02	7/20
Gail O'Brien	Joan Delap on
7/07	7/21
Natalie Smith	Dave Stevens
7/09	7/23
Diana Briegel	Philip Fox
7/14	7/24
Steve Bailey	
7/19	

ISOA MEMBERSHIP COUNTS:  
 memberships 136 - members 196

NEW MEMBERS

Diane Willow & Josephine Barrett  
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 1980 Spitfire 1500

**Condolences to Jack Billimack on the sudden and unexpected loss of his brother in late May**



Last month we scribbled a few words on our most excellent adventures at Road America for the inaugural MOTRAH [Morgan, Triumph, Austin Healy] feature race at Elkhart Lake, WI. We did not have time or space for many of the Triumphant graphics from the event. Below is a sampling of the some of the action captured by Roman Hrynewycz, Mark Moore, Ernie Husmann, and your humble and obedient scribe which we could not fit into the June Snic Barf. Ed.



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*THE REAR VIEW MIRROR*



*KATHY "SCHNAPPS" PAWLAK IN A 1973 STAG AT VTR 2005*

*PHOTO BY STACY McREYNOLDS*

JULY 2007