



# SNIC BRAAAPP

**NOVEMBER 2007**

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“Git ‘er Done!” Publications, A division of the Busted Knuckle Group

*NEWSLETTER OF THE ILLINOIS SPORTS OWNERS ASSOCIATION*

*DEDICATED TO THE ENJOYMENT AND PRESERVATION*

*OF TRIUMPH SPORTSCARS*

*CHICAGOLAND’S OLDEST AND MOST ACTIVE*

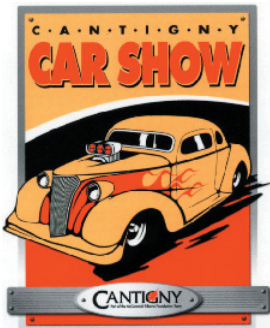
*TRIUMPH ENTHUSIASTS CLUB*

*NOW IN OUR FORTY-FIRST YEAR*

*A CHAPTER OF THE VINTAGE TRIUMPH REGISTER*

## CANTIGNY CAR SHOW

TEXT & GRAPHICS BY BOB “SUDS” STREEPY



ON WHAT WAS WITHOUT A DOUBT one of the nicest days of the entire year, nearly 320 car buffs gathered on the grounds of Colonel McCormick’s stunning estate in Winfield known as Cantigny. The ISOA contingent numbered at least 17, and many of them gathered at the nearby residence of Jay “Cannonball” Holekamp for coffee and pastry prior to making the brief excursion to Cantigny.

The event marked the official re-emergence into the world of driving events of Casper, not the world’s nicest TR3, just the most expensive, after a nearly two-year hiatus. To further challenge all credulity, Casper was occupied not only by your humble and obedient scribe, but also by the lovely and talented Mrs. Suds. Other ISOAers [and their cars] included: Jack Billimack [TR6], Mike Mueller [TR6], Dave and Jan Kayson [TR3], Frank Cartwright [TR7], Ed Krakowiak [TR8], Mike Geiter [TR7], Steve Yott [TR4A], Tom and Pat Morgan [TR6], Pat Morse [Morgan], Tim and Sheila Mantel [TR6], and Gary Revis [TR4A].



Jay’s garage is certainly one of them most pristine facilities in the entire ISOA realm. Those unfamiliar with casa Holekamp were in awe of how organized and tidy everything in the garage was.

Those of us who have had the good pleasure to spend time there were not surprised in the least at how immaculately the space was kept. [I know that I have had major surgery in rooms that were not as



*continued on page 10*

### *INSIDE YOUR NOVEMBER SNIC BRAAAPP*

*Lake Geneva Poker Run*

*Monthly Mumblings*

*Events of In “TR” est*

*Six Pack TRials ‘07*

*Peter Egan “Death of a Triumph”*

*Tony Beadle on Illinois Triumphs*

*Engine Summer*

*“Classic”feds*

*Lots More Stuff*



TEXT & GRAPHICS BY BOB STREEPY

On Sunday, September 30th, your humble and obedient scribe [TR3A], accompanied by Frank Cartwright [TR6] and Roman Hrynewycz [TR6], made the drive from Bartlett to Silver Lake, WI, in order to join several other ISOAers for a short excursion to Lake Geneva for the annual classic car rally benefiting the American Cancer Society. We arrived at stately Yott manor

around 9:00 AM and were met by Steve [TR4A], Jim Doering [TR4] and new member Murray Bruskin [TR3A]. We got to Lake Geneva by 10:00 and ate breakfast at a downtown Lake Geneva restaurant before going to the former Interlaken Resort, the location of this year's show. In the preceding thirty years that the Lake Geneva Classic car Rally has been held, there can surely never have been better weather conditions for the event. The temps were in the mid 70s, and the skies were crystal clear, an absolutely gorgeous time to drive topless on pastoral two lane blacktops.



Apparently, we were not the only ones who decided to make the



excursion this year, since the show field was crowded to overflowing with what can only be described as an "eclectic" assortment of cars. There were dozens of Model As, an original twin six Packard from the teens, a Talbot, an Invicta, street rods, muscle cars, antiques, countless vettes, and even a Honda S2000, and while we really like that car, we still aren't quite sure how it qualified for a spot in the show field. In addition to the ISOA Triumphs, there was also a TR3, a TR6 and a 2000 Roadster in attendance.



By late morning, the designated Triumph parking area included nearly twenty cars with ISOA connections.

*continued on page 117*



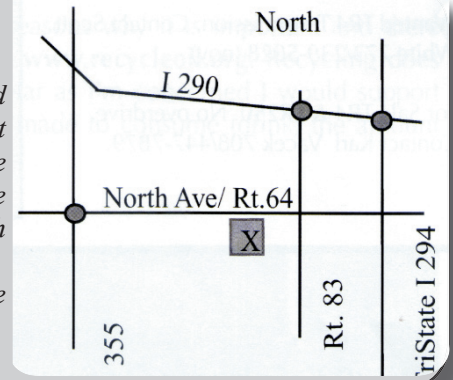


## ILLINOIS SPORTS OWNERS ASSOCIATION

The ILLINOIS SPORTS OWNERS ASSOCIATION is an owners and enthusiasts club dedicated to the enjoyment and preservation of TRIUMPH cars. Monthly meetings are held at Mack's Golden Pheasant on North Ave and Rt. 83 in Elmhurst (X marks the spot on the map), on the first Sunday of every month (unless otherwise announced). Meeting time is 7:00 PM (roughly), but come early, have a beer, and share some TRIUMPH BS with your fellow enthusiasts.

The Board of Directors meets the first Sunday of every month 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
Nov.	4th		7:00 PM	ISOA General Membership Meeting [Board 4:30]
	17th		8:00 AM	IRS Hub Clinic, Pyle's - Itasca
Dec.	2nd		7:00 PM	ISOA General Membership Meeting [Board 4:30]
Jan.	1st	Tue.		Outer Drive Hero's Rally, Miegs Field
	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	19th	Sat.	8:00 AM	Seat Recovering Clinic, Streepy's - Bartlett
	26th	Sat.		Big Bash, DesPlaines Elks Club
Feb.	10th*	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	24th	Sun.	8:00 AM	Swap Meet DuPage County Fairgrounds
Mar.	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
	TBA	Sat.		Chili Party
Apr.	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 4:30]
Jun.	11-15			TRA National Convention, Huron, OH
Aug.	5-8	T-Fr.		VTR Convention, Ypsilanti, MI

You can always get the the most up-to-date events data on the information superhighway by pointing your internet GPS to: <http://snic-braaapp.org/>

*\*not the first Sunday*

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 author's and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. Possible side effects from reading this publication include drowsiness, swelling and possible hemoraging of the eyeballs.

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A LITTLE BS FROM BS  
NEWS AND VIEWS FROM THE  
BUSTED KNUCKLE GARAGE



Whenever the phone rings at 3:00 AM, you can rest assured that it probably isn't the Prize Patrol trying to track you down. The best you can usually hope

for is a wrong number, and a couple of weeks ago, I was not even that lucky. "Be out in front of your house in ten minutes. We gotta go to Berwyn to pick up my uncle before the cops get him." The voice on the other line was that of none other than that of my street rod buddy and erstwhile Triumph mechanic, Vinnie "the Ratchet."

I stumbled into the commode, threw on some clothes, and managed to be outside as directed just as Vinnie pulled up, driving a tired old tow truck that he often borrowed when he had occasion to drag an inoperative car to his shop. "You look like hell," said the Ratchet, dispensing with the usual pleasantries and displaying his typical candor. I was too soon removed from the arms of Morpheus to summon up any kind of witty rejoinder, and I simply mumbled something that rhymed with "duck shoe" and slumped back in the passenger seat.

It seems that Vinnie's Uncle Voytek had managed to put his aging 2.5 ton Cadillac into a drainage canal near the Berwyn VFW. He had called Vinnie from a pay phone at an all night saloon, and Vinnie had agreed to tow him out before the local constabulary, or even worse, Aunt Wanda got wise to Voytek's mishap.

It seems Voytek had come up with a pretty successful little scam that he had been using on gullible patrons of various VFW and American Legion halls in and around the city. He would amble into the bar and have a cocktail or two, and when the inevitable conversation about what each of the patrons did during the war, Voytek would tell some whopper based on whatever John

Wayne movie had been showing on TCM that day. His audience would sit spellbound as he recounted capturing entire regiments of Germans or Japs, and in some cases both. By closing time, Voytek had usually managed to have his glass refilled numerous times by the grateful patrons of the post. On this particular occasion, Voytek must have laid it on especially thick, because the bartender stayed open an extra hour in order to let the denizens of the establishment express their gratitude until Voytek could barely walk.

In truth, Voytek had flat feet and thus had been spared any of the combat experience that he so vividly described, unless you count the time Aunt Wanda caught him to trying to "console" one of the young war brides at the defense plant where he actually spent WW II.

At any rate, we hooked the winch up to the old Caddy and Vinnie expertly



eased it out of the ditch in no time flat. [The car was emblematic of Voytek's most successful excursion to Maywood back in '76 when he won his only quinella in a lifetime of following the ponies.] To my astonishment, but not Vinnie's, it fired right up. I was assigned the dubious honor of driving the old brown bomber [ nothing shrieks "bicentennial" quite like a brown GM sedan.] back to Voytek's 6-flat while Vinnie drove the truck. Voytek promptly passed out in the passenger seat

As we parked the tired, old land yacht in Voytek's garage, I asked Vinnie why all of the fuss. He had never shown any compassion for any of his relatives before and, in fact, I had often heard him disparage Voytek with especial vehemence. "Onaccounta," said Vinnie, "I always wanted to race in the derby at Sycamore, and these old girls make for just about the best derby cars out there. I figure when this old fart kicks the bucket, which oughta be pretty soon at the rate he's goin', I'll get the car an' I can

run it in the demo. Pretty slick, eh?"

Just then Aunt Wanda came out of the apartment. She was attired in her customary babushka and a shapeless garment that could be charitably described as a 'housecoat.'

"Vare is Voytek?" she demanded. "Eef he wreck car again, I make pierogis out of his..." Then she paused to look at the Caddy, and she genuflected when she looked at a rather noticeable dent in the hood. "Holy mother of God!," she said. "Eet is exact engraving of Holy Vader."

In fact, the dent could be possibly interpreted as a likeness of someone, perhaps even his Eminence, but it could also be said to resemble a furball recently disgorged by a dyspeptic feline, too. At any rate, Voytek came to at about this time and quickly sized up the situation, all the more admirable given his condition.

"Ees miracle! Praise be to God!!" he said. "I was coming home from St Pedophilia [the patron saint of quality footwear] ven baby deer runs out

in front of car. Eet is being chased by bear. I stop car and grab bear wit my bare hands and ve struggle, and I fall back onto car and make dent in hood, but baby deer gets away. Passersby are so impressed wit my bravery, dey insist I join dem for drink, and because I don want to try drive home after having two glasses of beer, I ask Vinnie and his friend to drive me home, and here ve are."

Apparently, the icon on the bonnet of the vintage Caddy made such an impression on Aunt Wanda that she actually bought the old man's line of BS. The best part of the story, though, happened a few days later when Uncle Voytek discovered that he could charge two bucks from the faithful to see the dent.

At last count, he was up to nearly twelve bucks, enough for cab fare to and from the VFW.

*Streep*



MOORE ON THE MARQUE  
BY MARK MOORE



The other night I took the Triumph out for a little ride. It was a nice evening and I had a few errands to run, so I thought it would be fun to take my TR4 out for a spin. Most of us are used to getting a “thumbs up” while driving, [ed note: we have occasionally offered up a different digit to other drivers] or someone telling us about a car they had in years gone by. This evening I had three such encounters that reminded me of the universal appeal of our cars.

The first such chance meeting occurred while I was stopped at a traffic light. An older lady in a Buick LeSabre gave me the thumbs up, rolled down the power window, and started telling me about a Fiat that she owned back in the seventies. It is not so unusual to have a conversation at a traffic light in a Triumph, but this was far from your stereotypical “car guy.”

The second Triumph fan was a lad of about seven years. As I rolled through the parking lot, he pointed at the TR and yelled out, “Mom look at the race car.” Now I am not ready for NASCAR, but it’s always amazing to me how much kids seem to love these cars. Even with Miatas and BMW Z3s common now, there is still something undeniably cool about a Triumph to a kid.

The final car enthusiast I met was more typical. I was walking out of the grocery store, and noticed a guy looking at my car as he walked by it.

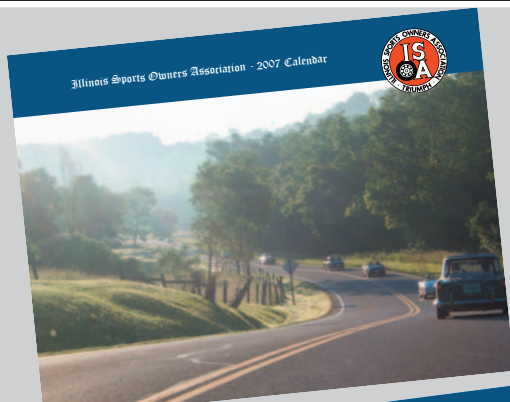
As soon as he saw that I was headed toward my Triumph, he had to turn around and come back to chat. He had a buddy in high school who owned a ‘64 TR4 and he said that they drove the tires off of it. He was a really nice guy, and we talked for a quite a while. He told me about a Cutlass he was restoring which he had owned since new, and he asked about the BBB club.

All three of these encounters happened in about a two-hour period. So if you’re ever bored, you can just drive your Triumph and meet people. The thing that struck me about this drive was the diversity of the Triumph’s appeal to other motorists. Our cars just seem to appeal all varieties of age, gender, or about anything else in their ability to make people smile. So, get out there and spread some happiness by driving your Triumph.

‘Till Next Time

*Guzzler*

THE 2008 ISOA CALENDAR IS READY  
COPIES WILL BE AVAILABLE FOR SALE AT THE NOVEMBER MEETING



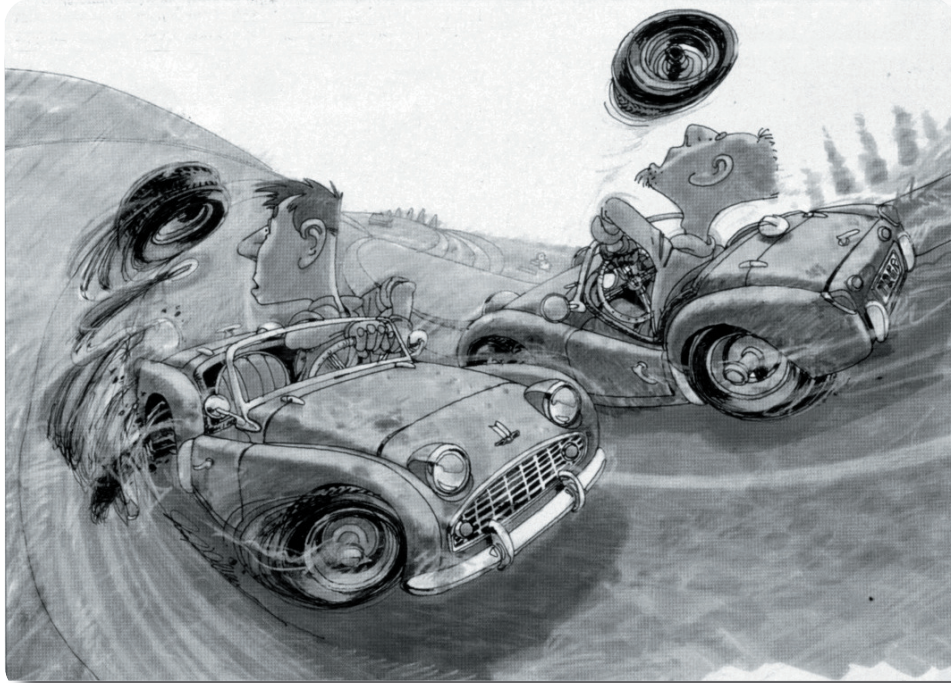
Packed with photos of your favourite automobiles. This colourful calendar looks wonderful at home, makes a great conversation piece for the office and of course with the holidays approaching, a fantastic gift. They will be available at the club meetings in November and December. Or they can be sent anywhere with a small handling fee covering postage (\$2).

Prices are a bargain at \$7 each, 3 for \$20. Additional quantity discounts can be had. You can contact Joe for more info at [stagfire@elnet.com](mailto:stagfire@elnet.com). After expenses, any profits go to the club tool fund.

No Triumphs were hurt during the creation of this calendar.



The following text and graphic appeared in the September 2007 issue of *Road & Track* and is reprinted here through the courtesy of *Road & Track*. The story is by preeminent car guy/wordsmith Peter Egan and the graphic is by Jon Dahlstrom. SNIC BRAAAPP wishes to extend its thanks to R & T, Thos. L. Bryant, editor, and the author and artist for the right to reproduce this article.



### DEATH OF A TRIUMPH BY PETER EGAN

While I was out in the workshop this past weekend, visualizing the installation of the rear handbrake linkage on the Lotus Elan, my friend Rob Himmelman stopped by to say hello. Rob has a “farm” well northeast of our place, near Oxford, Wisconsin, and I put that word in quotation marks only because some folks don’t consider old cars and motorcycles scattered around your land to be an actual crop.

Yes, like me, Rob sees the pastoral landscapes of Constable or Bingham and thinks how much richer they could be with a few abandoned car bodies to anchor the eye and engage the brain. It’s easy to see that “The Hay Wain” could be substantially improved by an old Buick with portholes and a windshield visor poking out of the weeds on the other side of the river.

Besides our refined taste in lawn art, it seems that Rob and I have a few

other automotive things in common as well. More than I realized, as it turns out.

While chatting in the workshop on two lawn chairs with the garage doors wide open to the blessed warm air of early summer and sipping on a couple of Rob’s ever-present Diet Pepsis (he carries a small cooler everywhere), it gradually unfolded that we shared eerily similar experiences with our first sports cars.

Triumphs.

Yes, both were 1959 British Racing Green Triumph TR-3s we briefly owned in 1967-’68 while attending college. He was at Whitewater State (as it was then called), and I was at the University of Wisconsin in Madison. Although we didn’t know each other at the time—those two campuses are about 40 miles apart—we seem to have lived in parallel universes with these two cars during the very same months of our lives. Okay, to be perfectly honest, our experiences were similar, but certainly not identical.

For instance:

On Rob’s TR-3, it was the left rear wheel that fell off while he was driving down the road, while on mine it was the right front.

And the huge chunk of Bondo that fell out of Rob’s left rear fender and shattered all over the road when he hit a bump was “Winch thick and about the size of a 33 1/3 LP record album” while mine was “about the size and shape of a softball, but molded to look like the metal that should have been around the left taillight.”

Also, Rob was driving a “beautiful sorority girl” back home to Chicago when he touched his brakes on the corner of Highways 89 and 14, and his front right brake caliper flew off into a cornfield. He never found the caliper.

My only “flung part” was the entire flip-up gas filler unit, which flew off on a curve on Highway 12 in the Baraboo Hills and disappeared into the woods. A lovely, massive chunk of chromed pot metal. I never found that item, either.

And Rob had to abandon his girlfriend on a curb in Ft. Atkinson when his rear axle broke, while I abandoned my girlfriend on a curb in Madison when the wiring harness caught fire.

So you can see we have a common theme here, but a slightly different set of circumstances. Our cars were like identical twins raised by separate parents. The genetic tendency toward self-destruction was there, but manifested itself differently.

After one summer of ownership I sold my \$450 TR-3 for \$400 and bought a Honda CB160 motorcycle, while Rob bought a \$50 Rambler for “real” transportation and drove his caliper-less \$300 TR-3 out to a friend’s farm—using the handbrake lever for retardation - and temporarily abandoned it next to a chicken coop.

I must admit here that I’m a bit



troubled to hear that he got his car for only \$300, when I paid \$450 for mine. They sound like almost exactly the same car. And either price was a lot of money for an old car in those days.

Did I say, "old" car?

These things were only 8 years old when we owned them. Yet rusted out, mechanically shot and already repainted once. Think about that.

Undercoating and engineering have come a long way.

I asked Rob what ultimately happened to his old TR-3 and he shook his head. "It's a sad story," he said.

Hmmm... His reminiscences up to that point hadn't exactly evoked "Ode to Joy," so how could things get sadder?

I was about to find out.

Seems Rob drove his caliper-free TR-3 out to a "hobby farm" that belonged to the father of his college friend, Larry. And on this farm they had a racetrack. A half-mile graded dirt oval where Rob and Larry and friends used to go out on the weekends and race jalopies, dirt bikes, sports cars—anything that ran. The place was full of old bikes and cars, just like Rob's farm is now.

So it was a good spot for Rob to drop off the disabled TR-3 while he awaited further inspiration. Meanwhile, friend Larry rolled his TR-3 and decided to replace the dented body with a stylish and popular fiberglass kit-car body called a Jamaican. (Odd footnote here: This body was designed by my old friend—and now next-door neighbor—Chris Beebe and his brother, Russ, who also built the fiberglass molds and helped assemble the bodies in Sunnyvale, California.)

"The body on my TR-3 was way too rusty for restoration," Rob told me, "so I decided to buy the body off Larry's car and pound the dents out."

Rob removed his old rusty body with a hammer and chisel ("you couldn't use a cutting torch because Bondo doesn't cut") and threw the crumpled remains into a gully on the farm. Meanwhile, the new

Jamaican body, which some-

what resembled a Lamborghini Miura S, showed up on a big truck from California. Out came the assembly instructions, which said, "The builder will need to re-use the original TR-3 floorpan, firewall and upper dash."

"So Larry took all that stuff back," Rob explains, "and I was left with nothing but a few pieces of dented TR-3 bodywork and a rolling chassis with an engine and transmission. I was so disgusted I sold the remains of my \$300 Triumph to Larry for \$50, so he could have it for parts."

"Did he ever finish the Jamaican?" I asked.

"No. It turned out you needed a Corvette windshield and a Porsche 911 1 rear window and a bunch of other added parts Larry couldn't afford, so he just parked the Jamaican in a barn."

"What happened to your TR-3 chassis and engine?"

"It sat out in the field at the farm for 20 years. Then one day I was out there visiting Larry and he said, 'I bet we could still make that thing run with just a few minutes of work,' and I bet him \$ 10 we couldn't. The old frame was trapped in a clump of sumac and raspberry bushes, so we decided to drag it out where we could get at it. Larry hooked a chain around the rear axle and tried to tow it out of the brush with a big Farmall tractor."

"What happened?"

"Well, the frame broke in half. So the back half of the car— frame, rear axle, springs and driveshaft came out, but the rest of the car stayed put. Larry reached in his wallet and gave me \$10. He won the bet."

"Are the halves of the car still there?" I asked.

Rob nodded. "The front half of the car, with the engine and transmission, is right where we left it. I don't know about the rear half. It's probably lying in the weeds somewhere nearby. Some afternoon we should drive out there, and I'll show you the remains. It's not very far from here."

"Is the Jamaican still there?"

"No. After 15 or 20 years Larry gave it

to his nephew. He worked on it for about three days and gave up. The nephew sold it to another guy, who also gave up when he realized he'd need the Corvette windshield and Porsche back window. The Jamaican is still sitting in a barn not far from Whitewater."

Rob and I sat in my workshop on our two lawn chairs, drinking our Diet Pepsis and looking out at the green Wisconsin woods and the river below the shop. Suddenly we were back in the present, 40 years after we'd owned our Triumphs.

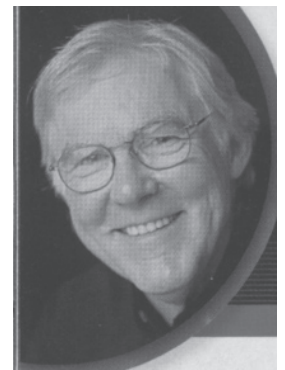
Rob's car had dwindled from an impressive college-boy symbol of youthful exuberance and style to near nothingness, while mine had probably met the same fate by now. I guess they'd served their purpose and worked their magic, and that was all you could expect. I was still married to the college girl who rode around in mine.

A light early summer wind moved through the trees with a rushing sound. Steady breezes like this are always a little disconcerting to me now; they make me feel that the earth is turning a little faster on its axis than it's supposed to.

After Rob drove off toward home that afternoon, I found myself silting there with ha If-forgotten fragments from Ecclesiastes and Shelley's "Ozymandias" floating through my head. I don't think either of these classic works specifically mentions the Triumph TR-3, but they might as well have been written for it.

Take a look and see if I'm not right. They're all about dust and vanity and loss, with colorful bits of glory seeping through.

®





ILLINOIS TRIUMPHS  
(AND STANDARDS)

BY TONY BEADLE  
SNIC BRAAAPP UK BUREAU CHIEF

As well as the various car clubs and other organisations that I am a member of, for some years now I have also been involved with the Society of Automotive Historians. Although SAH is an American-based movement, it has over a thousand members in 26 countries around the world. I mention this only to illustrate that my fascination with the history of the automobile goes back quite a long way, but it also explains why my wife often despairs at the amount of valuable shelf space in our home that is taken up by car books.

One of my favourite reference works is 'The Beaulieu Encyclopaedia of the Automobile', a huge two-volume publication of 1,800 pages which attempted to list every motor manufacturer that ever existed. Delving at random in its pages always produces an interesting story or some information about a long-forgotten make that disappeared at the dawn of the motoring era. But looking in the encyclopaedia can occasionally reveal new facts associated with established and well-documented marques, such as Triumph.

For example, it was only when idly leafing through Volume 2 (M-Z) recently I discovered that, in addition to Standard-Triumph of Coventry, there had been three other companies producing cars with a Triumph badge – two of which were based in Illinois!

Before I expand on the two Triumphs from Chicago, a few words about Triumph Werke AG of Nuremberg in Germany. Basically a motorcycle company that existed from 1903 to 1957, in 1933 they made a few three-wheeled coupes to take advantage of local tax concessions for such vehicles. The trikes were rear-wheel drive and powered by a 350cc engine.

According to the encyclopaedia, the Triumph Motor Vehicle Company produced a small number of electric cars

between 1900-1901 that were advertised with the slogan 'a swell carriage for professional men, ladies or family use'. The Triumph Motor Car Company lasted a little longer – from 1907 to 1912 – and made a range of four-cylinder models, including tourers and roadsters, with a limousine also offered in 1909.

A unique feature of these Triumph cars was a self-starting system that operated by using compressed air. Somehow the exhaust gases were stored in a tank under the seat at a pressure of 125psi and fed back into the cylinders to get the engine going (ISOA members, please do not try this on your Triumph!).

Spurred on by these intriguing snippets, I consulted another large book on my shelves: 'Standard Catalog of American Cars 1805-1942'. A single volume of almost 1,600 pages, this book added some further details about both companies.

Located at 1012-1013 Monadnock Block in Chicago, the Triumph Motor Vehicle Company was incorporated in June 1900 with a capital stock of \$300,000. The company adverts proclaimed 'Triumph Automobiles – All Their Name Implies', although the electric stanhope (defined in my dictionary as a light open two- or four-wheeled carriage) model was also sold branded as an Ellis. Given ninety days notice, this Triumph concern would build customers a steam or gasoline powered device, and prices went from \$750 to \$2,000. During February 1901 plans were announced for a new factory at Kankakee, but the company went out of business before this could happen.

The Triumph Car Company was set up by John H. Behrens in 1907, but Eric B. Christopher handled sales in the early years. A former car mechanic turned automobile dealer, Christopher brought in his two brothers – R.B. and M.E. – and the company offered the Triumph 'Self-Starting Car'. Designed by a superintendent in the factory named C.L. Halladay, the compressed air device was activated by the driver using a switch and foot button. This particular Triumph was promoted with the slogan 'A car

to direct – not to labor with' and came in 30hp, 35hp, 40hp and 45hp models.

Vincent Bendix and O.M. Delauney bought the Triumph Car Co in August 1907, and Bendix improved the compressed air starting system but left the running of the business to his partner. The price of a Triumph dropped from \$3,500 in 1907 to \$2,250 five years later but the reduction was not enough to save the company from extinction.

Having exhausted all the possibilities of Triumph, I then turned to Standard. The Beaulieu book has 14 Standards – eight of which were in the USA – including the Standard Engineering Co of Chicago. The Standard cyclecar introduced by this company in January 1914 was unusual for those days because it came with electric lights and self-starter, but production lasted less than a year.

On the other hand, the Standard Catalog lists 51 companies in America that used the name Standard, although the vast majority of these were purely speculative ventures and never actually manufactured any vehicles. However, in addition to the Standard Engineering Co mentioned above, this book also contains information about the Standard Automobile Company (1900-1901) and the Standard Motor Vehicle Company (1903) – both of which were also located in Chicago.

When you add in the Standard Limousine Company (1910), by my reckoning between the years of 1900 and 1914 there were no less than four Standard and two Triumph car companies operating in Chicago.

However, for me personally, bearing in mind my visit to the Vintage Triumph Register National Convention hosted by ISOA in 2005, the most amazing discovery was that of the Standard Auto Company of Rockford, Illinois. Formed late in 1908 by S.O. Widell, John Wester and S. Loan with a capital stock of \$10,000, sadly this is one of those companies that apparently failed to produce any automobiles. Nevertheless, there was once a Standard Auto Co in Rockford – how incredible a coincidence is that?







participants could vote for several entries from each category.

Some of the more unusual entries included a 1920 V8 Cadillac, a 1917 Locomobile, a 1937 Vauxall



which had once been on display at the Museum of Science and Industry, a Freeway Microcar which claimed 100 MPG, a 1953 Buick Sky Lark, an assortment of military vehicles, and several really neat sedan deliveries. There were plenty of muscle cars and street rods, along with a few antiques and a sprinkling of other imports.



Following the tour, many of us headed for our trusty lawn chairs and visited for a while, enjoying the beautiful grounds and cars under ideal weather conditions. Some of us started heading for the exits around 3:00 PM, but not before enjoying one of the all around nicest Sundays of the year.



*continued from page 1*  
spotless as Jay's garage.]

We entered the grounds of Cantigny around 9:30 where we were soon joined by Bill and Kim Jensen [Spitfire 1500], Pete Ballard, [MG], Pat Lobdell and Marilyn Munoz [TR4], and Joe and Rosanne Felix [TR4A & Spitfire]. Bob Steele [TR8] would also join us later. There are plenty of car shows to attend in our area, but none can offer the spectacular grounds afforded by this venue.

which had once been on display at the



The lot was already full of all types of special interest cars by the time we arrived. We visited with other club members, and we were most gratified to hear that Kim, Roseanne, and Joe had eaten breakfast with Jerry and Sandy Hurst, and that Jerry was feeling quite well following his recent health scare in the Pacific Northwest.



We spent an hour or so walking around and discussing the diverse assortment of beautiful cars gathered on the grounds. The organizers divided the entries into three categories, 1) stock, 2) modified, and 3) trucks. Unlike many car shows, in this instance



We ran into former ISOA member

*Strep*



*continued from page 2*

[TR6], Mark “Guzzler” Moore [TR4A], Jack and Mary Lou Gleason [TR6], Bob Steele and Cheryl [TR8], Pat Lobdell, and Marilyn [TR4], and quite possibly some others that I apologize for not recalling, pulled up a lawn chair and joined our little cadre to visit and swap stories and enjoy the beautiful weather.

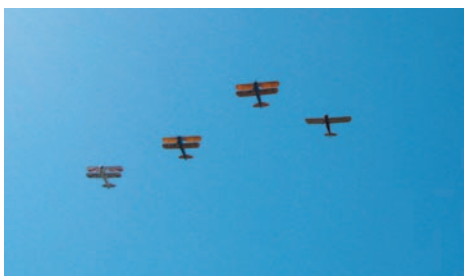


Nothing that is, except for a blowout on my right front tyre three miles from my house.

As I pulled away from a traffic light at the intersection of Schaumburg and Bartlett Roads in Streamwood, I heard what sounded like a 22 shot. I guess I shouldn't have been too perplexed; after all, I had nearly 370 miles of reliable service on these tyres before this one self-destructed. I was able to pull into a school parking lot located at that intersection on the flat and of course, I had my spare, so other than taking an extra few minutes to get home, no problem, right? The spare was fine just two weeks ago, but it had somehow developed a serious tumor on the sidewall over the last 14 days. [Maybe whatever caused the new wide whitewall radial to develop the malady resulting in the blowout spread to the spare?]



We took a stroll around the grounds to look over the wide collection of special interest cars situated at the event and marveled at the diverse range of vintage vehicles assembled. There was even a “fly-by” of vintage aircraft to add to the overall spectacle.



Several people had made the rounds of the various local establishments to participate in the poker run, while others of us just looked at cars and enjoyed summer's last gasp.

By mid-afternoon, we said our goodbyes to the group and headed back to the flat land. I followed Jack Billimack along some rustic roads back to Crystal Lake before heading to Bartlett. It was a great day; the car was running fine and nothing, aside from the Bears blowing a ten point halftime lead, could possibly cast a pall on such an excellent excursion, right?



We managed to limp down the road on the spare, holding our breath and fully expecting it to go “boom!” too, but we made it home, somewhat less exhilarated by the day's events than we had been half an hour prior. All things considered, 143 of the 146 miles were pretty good, but in light of the last few miles, this journey will NOT make our “A good time was had by all” file

*Streep.*



A "SWEET" EVENT  
TEXT & GRAPHICS BY  
MARK "GUZZLER" MOORE

This year's 6 Pack TRials were held at what is billed as the "sweetest place on earth" Hershey, Pennsylvania. For various reasons, the ISOA Six Pack regulars followed divergent paths to the TRials. It looked as if I was going to make a 13-hour solo run. The day before I planned to leave, I received a call from Mike Brinker, a 6 Packer friend from Michigan looking to caravan to Hershey. Adding a bit more fun to the drive, I hooked up with Mike in Toledo, and we drove together from there. The best thing that can be said about a 750-mile interstate drive is that it was uneventful.



Hershey is, of course, the home of the famed candy of the same name. The main street, Chocolate Avenue, is made of a chocolate brown colored asphalt, and the streetlights are topped with Hershey Kisses. The host hotel was the Hershey Lodge. It also has Hershey Park, a large amusement park, and it is quite a tourist destination. We made it to the lodge about 3:30 local time and found a large number of TR6's in the lot to greet us.

I met up with old friends in the parking lot shared an ice-cold beverage,

some tales of the road, and then checked into the hotel. The room rate (although a lowered group rate) was high by ISOA standards at \$159 per night, so we opted for a three way split. As a Trials veteran, I knew many of the regulars and split a room with Kevin Andrews from North Carolina, and Jeff Slaton from Kentucky. Both Kevin and Jeff are good friends from past events, and it was great just to hang out and talk cars for a weekend, so the convention was just a like bonus.

The weekend events started with a welcome reception Thursday night at the Antique Automotive Club of America Museum in Hershey. We dined on a lasagna buffet catered in by a local restaurant. The food was fantastic. The museum was open just for us, and we had plenty of time to enjoy the collection. The museum featured a very eclectic group of cars, from an 1895 Chicago Benton Harbor to modern high-end custom street rods and everything in between. There were many vintage racers and a collection of buses; in short, something for everyone. After touring the museum, it was back to the hotel to hang out in the parking lot.

The Hershey Lodge is huge, making the customary parking lot patrol difficult, but we managed. Steve Wilson had blown an exhaust manifold gasket on the trip out, so a group helped him change out a new one in the parking lot. I helped by holding



a flash light (didn't want to overstep my qualifications). This attracted a large crowd of TR6 owners and, of course, a few coolers. A couple of cases of New Castle Brown Ale later, the car was good as new; OK, better than new.

Friday morning we awoke to a heavy fog. The cars assembled in a designated area, and we set out on our choice of two tours. One group was led on a scenic mountain drive to a nearby Harley Davidson assembly plant. The second[ the group I chose], carved our way through some great mountain roads [and the morning fog] to Pottsville, Pennsylvania, and the Yuengling Brewery. Yuengling is the oldest brewery in America and was full of history. Both groups were treated to tours, but the Harley plant





didn't give out any samples.

After the tour, we broke into smaller groups and found some lunch. Then, it was back to the hotel for a tech session put on by Ratco frames. The new frames are very nice, and the demonstration was informative. The tech session was followed by general membership meeting. Dinner was on our own. Jeff and Karen Rust had told us about an Italian Restaurant that they had found, and a small group headed to town to check it out. In addition to the Rusts and me, ISOA was represented at the event by Mark and Terri Anderson, their son Alec, and Ken "Buzz" Crowley. The evening concluded with some games back at the hospitality room and the usual parking lot bull session.

Saturday morning was time to rise and shine the cars for the big show. Mother Nature helped with a misting rain for the final rinse. The light rain blew over, and it was time to head to the show. The event was held on the grounds of the AACAA Museum and, as usual, featured a fine group of TR6's and one impressive TR4A. Buzz Crowley, Vice Chairman of

6pack, flew in just in time to relieve me of any judging duties thus allowing me to enjoy the show. After the show, there was a rally, but I opted for a nap, after two late nights and early mornings in a row, I needed it.

The awards banquet was Saturday evening and capped off a great weekend. The dinner buffet was the best I've ever had at a banquet. After the banquet, everyone gathered for one last parking lot session and to say our good-byes. There is already quite a buzz about next year's Trials which will be held in Townsend, Tennessee right near the Tail of the Dragon, as well as many other scenic driving roads.

The next morning, the Rusts and I caravanned back home together. Ken was flying stand by and decided to just ride back with me. This worked out nice since we were able to split the driving duties on the long trip home. I am not sure how, but we expedited some sort of shift in the space-time continuum on the way home. As always, I drove within the legal speed limit. Yet somehow I managed to keep up with the Stalker who's

GPS system said we averaged 76.3 mph with a high speed of 93. [We did pass a lot of cars.]

Those of you that have been to a TRials know that it is always a great event. The smaller group means that you get a chance to meet everyone, and by the end of the weekend, they seem like old friends. I encourage everyone to try to make next year's event. The location is great, and Mark Walker, the host, has already shown that he is going to put on a great event. If you have a TR6 or TR250 great; if not, there is an "Other British" category so you won't be left out. Come find out why so many of us make this the "must not miss" event of the year.



*Guzler*

**TRA 2008 NATIONAL MEET**  
June 11-15, 2008

The National Meet committee is busy working out the details for next year's meet. The meet will take place in the Huron Ohio area on Lake Erie. The host hotel can be viewed at [www.sawmillcreekresort.com](http://www.sawmillcreekresort.com). The area is rich with activities, perfect for our members and cars. Families can also take advantage of the close proximity to Cedar Point Amusement Park ([www.cedarpoint.com](http://www.cedarpoint.com)), Great Wolf ([www.greatwolf.com](http://www.greatwolf.com)) and Kalahari ([kalahariresort.com](http://kalahariresort.com)) waterparks. There are many other hotels within 1 to 5 miles from SMC, also within 4 miles is a Good Sam camp site, [www.mhdcorp.com](http://www.mhdcorp.com).

*Mark your calendars and look for more information about this meet in this newsletter and on the TRA website.*

**VINTAGE TRIUMPH REGISTER**

**2008 NORTH AMERICAN TRIUMPH CHALLENGE**

AUGUST 5-8 2008, YPSILANTI, MI

**6-PACK**

**TRIALS 2008**

Townsend, TN

Sept. 11, 12, 13 2008



### 2007 ISOA BOARD OF DIRECTORS

<b>President</b>	Mark "Guzzler" Moore 815/397-3253 mrmtr6@sbcglobal.net
<b>Vice President</b>	Mike "Toofus" Mueller 630/860-9118 greenjet3@aol.com
<b>Treasurer</b>	Sheri "Big Mama" Pyle 630/773-4806 sherip@ix.comcast.net.
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<b>Membership/ Webmaster</b>	Tim "Tool Man" Buja 815/332-3119 buja@insightbb.com
<b>Motorsports/ Curmudgeon</b>	Irv "Elwood" Korey 847/831-2809 emanteno@comcast.net
<b>Regalia Coordinator</b>	Kim "Wacker Drive" Jensen 815/729-9731 KimandBill76@sbcglobal.net
<b>BCU Reps</b>	Ken & Arlene Kendzy 847/825-8581 kakendzy@sbcglobalnet
<b>Technical Coordinator/ Newsletter Publisher</b>	Joe "Stagmeister" Pawlak 847/683-4184 stagfire@elnet.com



Dear Readers,

We received this e-mail from Rob Mulliner of Moss Motors regarding the article by Jay Holekamp that appeared in our September newsletter on the availability of TR2-4 throwout bearings. In that article Jay mentioned that Moss was not selling TR 2-4 throwout bearings due to a quality problems. Jay implied that this was, in fact, an honorable business practice, as opposed to those vendors knowingly selling a product that they knew to be defective.

Following Bob's letter is Jay's reply to his e-mail.  
ED

Dear Bob,

Just wanted to get in touch regarding the TR2-4 Clutch release bearing article in your latest issue.

This part was identified by our Technical Department as a problem nearly three years ago and has been a perennial source of grief for our Purchasing personnel.

Unfortunately, Jay received old and incorrect information from Peter at World Wide Auto Parts since Moss offers an "original" and aftermarket versions of the bearing.

It's hard to believe, but Moss has sourced this bearing from 12 different suppliers, and after we sorted the acceptable from the unacceptable (including Green listed in Jay's cross reference), 4 of the acceptable vendors stopped producing the bearing.

Would you please let your members and readers know that as of today we have a steady supply of our aftermarket part number 595-000 from a high quality US manufacturer as well as the "original" bearing from a UK manufacturer that

meets our quality standards.

Please give me a call with any questions you might have  
Sincerely,

Rob Mullner  
British Marketing Manager  
Moss Motors  
805-679-7181

Greetings Rob,

Bob Streepy sent me a copy of your e-mail message concerning my TR2-4 Clutch Release Bearing article in the current issue of ISOA Snic Braaapp. After the throw-out bearing failure mentioned in the article, I exchanged several e-mail messages w/ Peter Arakelian and he informed me that Moss had decided to stock & sell the "aftermarket" SKF bearing as your part no 595-000 @ 24.60. This is the bearing now in my TR4 (sourced from NAPA), and I promised to report my service experience to Peter.

By the way, the "original" bearing you sell, part no. 595-010, 'RHP Brand from the UK' is not interchangeable with part no. 595-000, and is for the different clutch pressure plates installed in TR4As on, not for use with TR2-4 lever clutches.

I'm pleased that Moss Motors elected to stop selling substandard TR2-4 release bearings and makes the effort to supply a 1st quality bearing. Thanks!

I have high hopes the SKF bearing will give good service.  
brgds

Jay Holekamp

Dear Editurd,

After the debut of "Flatbed, Parts & Money" [one of several Spinal Tappets' new releases] at the BCU today, a bolt holding the EFI fuel rail on broke, and left me contemplating AAA. Now I can add Prophet to my resumé.....

With the broken bolt submerged in the aluminum bracket, there was nothing my tools could do to extract it.

A bunch of LBC'ers offered hands, tools, and assorted help, and I was able to use some bailing wire (literally) to



“McGyver” my way back home. Dave Kayson & Jim Aldridge were among those on hand to help, along with several guys I didn’t recognize while hunched down frantically tending to my ride. If you were among that crowd, thank you very much!!

Silo

Dear Sir,

We have on many occasions cautioned against any type of lyrical mocking of the Triumph ignition, fuel, or mechanical components. The respective deities of these systems have no sense of humor and have been known to extremely vindictive when mocked, as you have since found out the hard way. It’s best to leave the satirical verses to those who do not actually drive Triumphs, lest life imitate art

Yo Dudes!

I know you guys usually just list Triumphs for sale in your classified section, but I got this really nice Bronco for sale, and I figure some of your members might be dumb enough to make an offer on it. The price will depend on whether or not I can beat the latest charges against me.



PS - I got bowie knives and gloves for sale too, along with lots of other sports stuff you might be interested in.

“Juice” c/o Vegas lockup

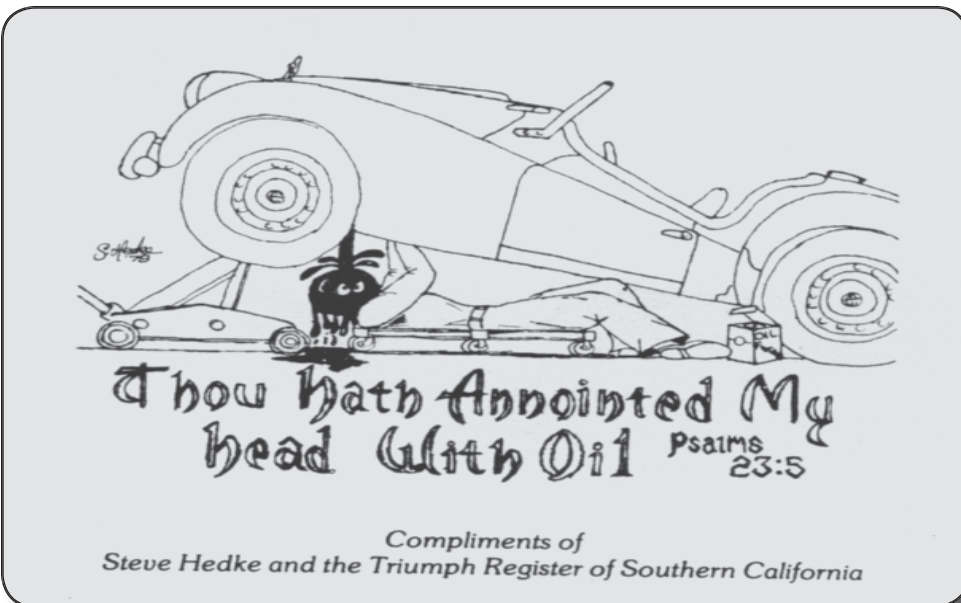
Dear Mr. Simpson,

While it may be true that some of our members have occasionally gone over budget on Triumph parts and labor, nobody in our organization would be dumb enough to waste their money on anything you might have for sale. But, in the interest of fair and balanced reporting, a hallmark of Snic Braash for 35 years, we will run a photo of the vehicle your are trying to sell.



ISOA TECHNICAL EXSPURTS

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





## BIG BASH 2008



WHAT: The Annual ISOA Party & Awards Night

WHERE: DesPlaines Elk's Club  
495 Lee Street, DesPlaines, IL [ph. 847/824-1526]

HOW MUCH: \$30.00 per person

WHEN: Saturday January 26th, 2008  
6:00 PM Cocktails [cash bar] & hors d'ourves  
7:00 PM Dinner [choice of entree: beef, fish, or chicken]

Bring your check to the next meeting or mail to:

*Sheri Pyle,*  
320 N. Linden St.,  
Itasca, IL. 60143

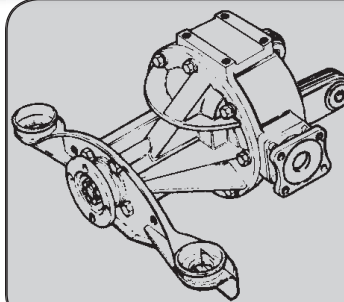
**Entertainment by Spinal Tappets!!!**



Peters  
Dayton Daily News

*We will accept nominations for the 2008 ISOA Board of Directors at the November meeting. To be nominated, a member must have belonged to the club for one year. Please check with someone before placing their name into consideration.*

*Elections will be held in December.*



### Rear End Clinic

*The last 2007 tech session will take place Saturday, November 17th, in Bill & Sherri Pyle's garage, 320 N. Linden, Itasca from 8:00 AM until ???..*

*Twelfth Annual All British Swap Meet and Auto Jumble*

*Sunday, February 24, 2008*

*8 AM to 3 PM*

*DuPage County Fairgrounds in Wheaton, Illinois*

*For additional information, contact Jim Evans (630) 858-8192 or Dave Mullis (630) 916-7358. or e-mail: swapmeet@chicagolandmgclub.com*

### Dues

*Dues for 2008 need to be paid by March, 31st. If you have joined since September, 2007, your membership for 2008 is already taken care of. If you are unsure of your membership statue, check with Tim "Toolman" Buja*





# October ISOA Meeting Notes, [In Case You Missed It]

**M**ack's Golden Pheasant welcomed more than 40 ISOA members, many of whom drove in Triumph in light of the unseasonably warm conditions on Sunday October 7th. [The attendance was probably a bit soft due to the Bears-Packers game held that evening.] President Mark "Guzzler" Moore got the meeting under way at precisely 7:13 [7:00 official ISOA time] by introducing club officers in attendance. He then welcomed first timers in attendance, including Bill Block of Elgin [TR6]-back after a lengthy absence-, Rick Hartman, Bradford [TR6], and Murray Bruskin, Gurnee, [TR3].

Several members provided impromptu reports on various project updates. Mark "Silo" Fisher said that his Lotus clone was no longer a pile of parts, but rather a body and frame lacking a lot of stuff to become an actual car - a significant improvement. Al Christopher reported that the body and frame of his TR2 were successfully united, and Phil Fox described extracting a TR6 from 20 years of outdoor storage. I reported that my TR3, not the world's nicest, just the most expensive, was on the road again, following a two-year hiatus to receive a new rear main seal, an overdrive transmission, and some bodywork.

The first order of business was to try to catch up on the last two months of events since we had not met in September due to the British Car Union show at Moraine Valley. Among other recent events, we discussed the show at

Cantigny, BCU, Lake Geneva, and the Six Pack TRials held in Hershey, PA.

Mark solicited input as to tried true techniques for storing cars during the winter. Suggestions included mousetraps, and parking on a plastic vapor barrier to prevent moisture from leeching into the frame and/or floor.

The lion's share of the agenda was devoted to upcoming events. Events chairman Jack "Spud" Billimack covered a myriad of activities scheduled for the near, as well as the distant future. He touched on the upcoming "Toys for Tots Run," the fall campout/color tour in southeastern WI, to be hosted by Kim Casper, the Southeastern Regional VTR convention in GA, the New Year's Day Rally in Chicago, the Big Bash, the bowling party, the chili party, a golf outing, a spring campout near Galena, and the 2008 VTR convention in MI. Tentative plans call for a caravan to take the "Great Circle" route through the Upper Peninsula and a possible return trip via the Lake Michigan ferry.

Following a break, Mark asked if anyone in attendance had cars or parts for sale. Tim "Gizmo" Mantel had brought some TR6 seats, TR8 door panels, and a Michelin redline tire to hawk, and Mark "Silo" Fisher mentioned that his fuel-injected 1980 Spitfire was on the market.

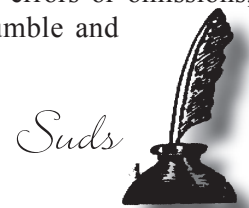
Next up, the monthly raffle was held, and the winner was Jack Gleason, who won another leopard skin steering wheel cozy [to match the one he had won in a previous raffle], a hammer, and some other sundries. [Jack may now be the only member with a matched set of faux endangered species steering wheel covers.]

The next order of business

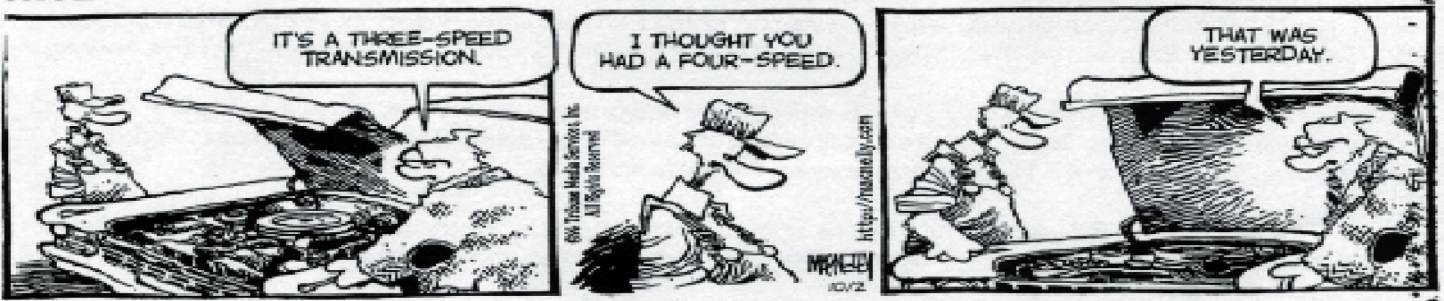
was to hear nominations for the Peter M. Roberts and the Boomer Awards. Jay "Cannonball" Holekamp received a nomination from your humble and obedient scribe for all of his hard work in exorcising some electrical gremlins from my TR3; Frank Cartwright received a nomination from Bill Jensen for the loan of an alternator; Tim "Gizmo" Mantel was nominated by Mark Fisher for helping sort out some mechanical problems on his Spitfire at BCU; and Joe & Pat Kaplon were nominated for hosting the post prom party following show at Moraine Valley. In a close vote, the award was presented to Jay.

The Boomer nominations went to the bar maid, courtesy of George Gumbros, mostly out of spite for her nominating him last summer for being a pain in the ass; Dave "Stumpy Joe" Kayson [in absentia] for trying to start a TR6 without removing the battery post covers from a new battery; Bill Jensen, for backing into his son's car with his Corvaair and taking out some lenses, and Tim Mantel [the previous month's winner] for mistaking Denise Ballard for Sheila at the Spinal Tappets performance [and giving her a big hug, while Sheila looked on]. Needless to say, the coveted bent wheel is "back home again in Indiana."

The meeting broke in time for us to get home to see the fourth quarter of the Bears victory over the Packers. Begging your continued forbearance for any unintentional errors or omissions, I remain your humble and obedient scribe.



### SHOE





*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:** 1974 TR6. Solid frame, body redone, new carpet, 44113 miles. \$11,000. Lyn Pond [kmeil1@yahoo.com] [9/07]

**For Sale:** •TR7/8 door panels, dark tan, with round hole for the lock button. Full vinyl, NO plaid insert, \$120 obo.  
•TR6 seats, late model (72-76), recent complete rebuild (new foam, diaphragms, covers), Black. Excellent condition. \$400.  
•Michelin X-Redline, 185x15, 85% tread, exc. cond. w/tube. \$25. Tim Mantel TimotMant@aol.com or Ph. 219/929 1542 [10/07]

**For Sale:** •1980 Spitfire, Blue with White interior, Ex Steve Percefield car, with many autocross improvements, Panasports, spax shocks, mild road cam, EFI, distributorless ignition, GT-6 rotors & spindles, Toyota 4 piston calipers. Asking 4K. Mark@eFishers.com. PH 847-224-9871. [11/07]

**For Sale.** 4 Brand New Offenhauser TR2-TR4 cast Aluminum valve covers, from an exclusive run of 20 pieces made in the USA by Offehasuer from the original molds. It took me and the premier Offy distributor in California over a year to convince Offehauser to make this vintage part again. They will be ready in December. They will cost \$169.95 plus shipping, each. I bought 5, 1 for me, 4 for ISOA members... you get first shot at them. Dave Stevens home: 630-323-6619, cell:630-624-6618 [11/07]

### ISOA IN THE NEWS



In the “Club Clips” column of the September 20th issue of *Old Cars Weekly*, Jay Holekamp and Dave Kayson were mentioned for testing overdrives on the stand Jay built. The article sited appeared in the August issue of SNIC BRAAAPP.



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

- |                       |                          |
|-----------------------|--------------------------|
| Mark Stevens 11/05    | Michael McReynolds 11/13 |
| Patrick Lobdell 11/06 | Carol Barnett 11/16      |
| Al Christopher 11/06  | Pat Morgan 11/17         |
| Dee Sikora 11/11      | Jack Billimack 11/18     |
| Mark Costello 11/11   | Lorrie-Ann Fisher 11/18  |
| Sheila Mantel 11/13   | Kim Casper 11/29         |
| Kim Jensen 11/13      |                          |

### New Members

[memberships - 146; members - 211]

Murray & Joan Bruskin, 7078 Lauren Ct, Gurnee, IL 60031-4491  
H:(847) 855-9794 - EMAIL: mbpayroll@comcast.net  
60 TR3A

Ronnie Moon, 504 N Braintree Dr., Schaumburg, IL 60194-2728  
H:(847) 885-0113 - EMAIL: rwmooon43@sbcglobal.net  
73 TR6

## SNIC BRAAAPP



*Coming in your  
December Newsletter*

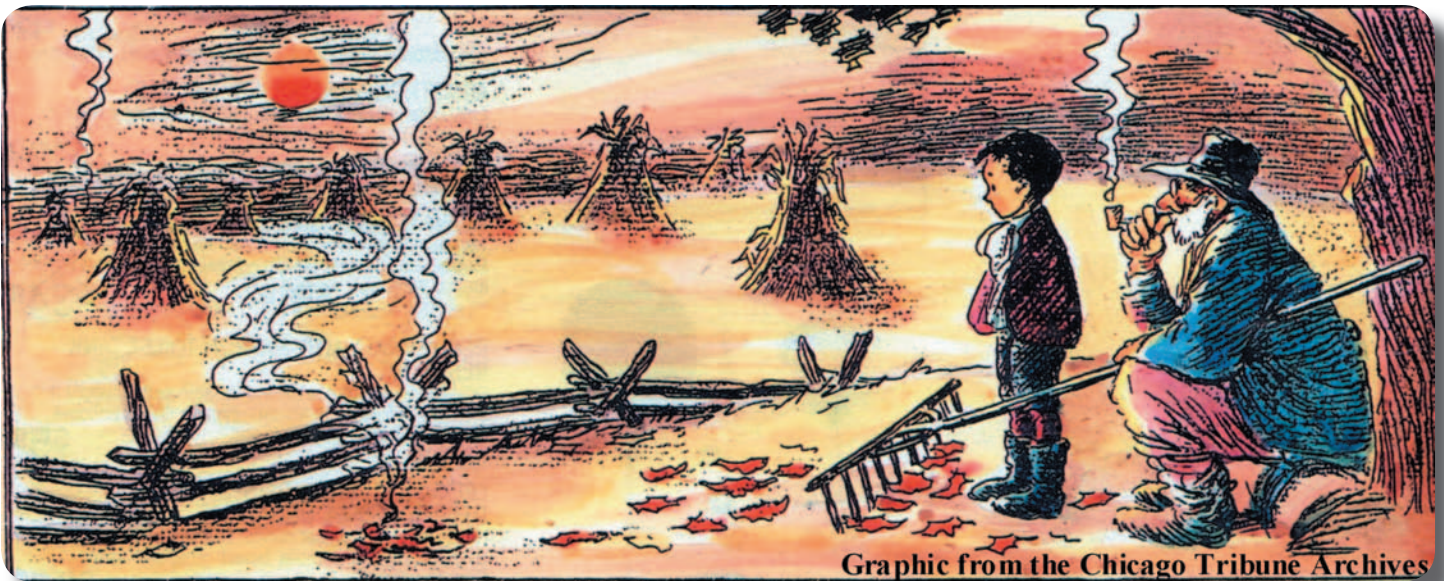
**ISOA Exclusive** - Tony Beadle writes on UK Pubs, Speedometers, & Gallons - [size does matter!], Sir Bentley’s Holiday Gift Guide, SE Regional VTR & Tail of the Dragon Road TRip, Holiday prose & poetry

**Lots of other stuff**

### 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 [buja@insightbb.com](mailto:buja@insightbb.com)

### ONLINE ROSTER ACCESS INFO



Graphic from the Chicago Tribune Archives

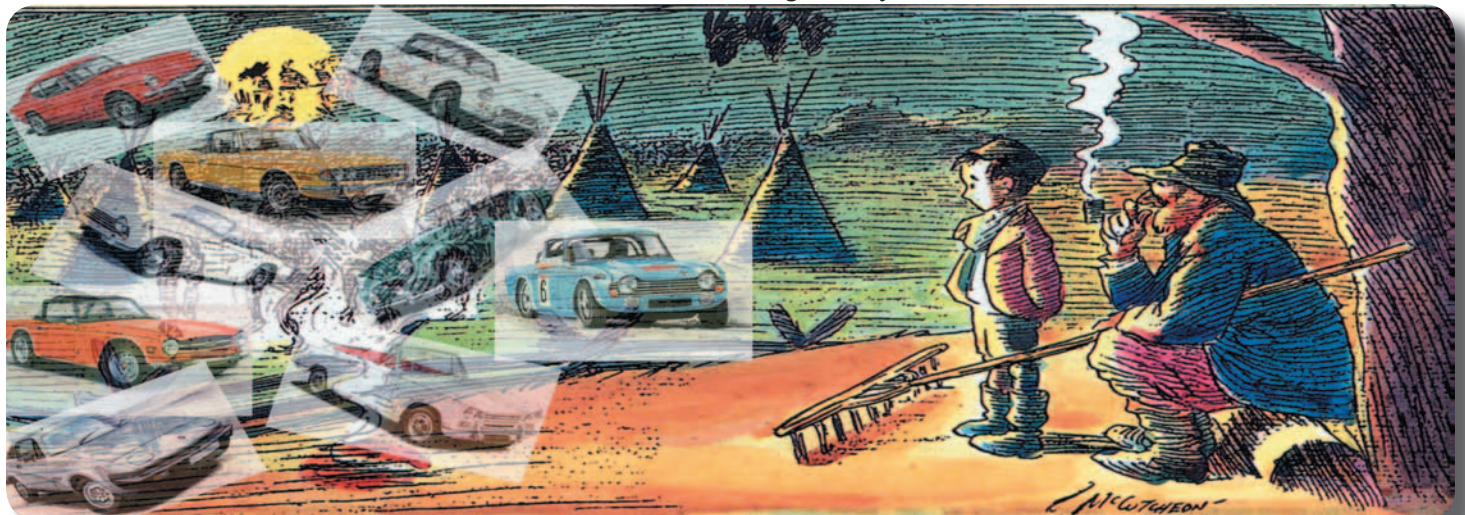
**Y**ep, Sonny, this is sure enough Engine Summer. Don't know what that is, I reckon, do you? Well, that's when all the homesick ol' sportscar drivers come back to play. You know, a long time ago, back in your pappy's time there used to be heaps of fur-in roadsters around here - thousands - MILLIONS, I reckon, far as that's concerned. Reg'ler, sure 'nough European sportscars. None o' yer Japanese jobs - not much! They wuz all around here - right where yer 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 of haze that's everywhere...it's just sperrits o' British car nuts all come back. They're all around us now. See off yonder; see them autocross cones? They kind of look like corn shocks from here, but them's cones, sure as yer a foot high. See 'em now? Sure, I knew you could. Smell that smokey sort o' smell in the air? That's the gas a-burnin' and their exhaust pipes a-goin'. Lots o' people say it's just leaves burnin', but it ain't. It's the leaded gas an' the nuts are a-tearin' around to beat ol' Harry! You jist come out here tonight when the moon is hangin' over that hill off yonder an' the harvest fields is all swimmin' in the moonlight, an' you can

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

*Rick Dentino 1975*



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Bartlett, IL 60103

**BRAAAPP**

*THE REAR VIEW MIRROR*

NOVEMBER 2007



*TIM "YACKER" SMITH IN HIS 1968 TR 250 ON THE 'TAIL OF THE DRAGON' IN 2006*

*PHOTO BY KILBOY.COM*