

SNIC BRAAAPP



JULY 2008

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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-SECOND YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

TRA NATIONAL MEET

TEXT & BY BOB “SUDS” STREEPY GRAPHICS BY THE AUTHOR, JEFF SLATON AND LARS SULLIVAN



Murray and Steve arrived at SNIC BRAAAPP Towers around nine, and soon we were rolling down beautiful I-355 en route to 80. We hadn’t gone too far from the southern terminus of the new extension when my car started to miss and then died. I coasted to the shoulder just before I-57, and Steve quickly determined that the spade connector on the wire from the coil to the distributor had come loose, so we crimped on a new one, and soon we were cruising into the People’s Republic of Indiana. As we finished the roadside repair, we joked about

continued on page 11



THE 2008 TRIUMPH REGISTER of America National Meet was held in Huron, Ohio, from June 11-15th, and five members of ISOA opted to drive the 350 miles from the

greater Chicago area to attend the event. Steve Yott [TR4A] Lars Sullivan [TR3], Murray Bruskin [TR3A], Joe Kaplon [TR3A] and your humble and obedient scribe [TR3A – Casper – not the world’s nicest TR3, just the most expensive], arrived the Sawmill Creek Resort on Wednesday afternoon after taking two different routes to the host hotel. Joe and Lars opted for secondary roads through picturesque northern Indiana and Ohio, while Steve, Murray and I chose to drive via the equally scenic interstate highway system affectionately known as I-80.

INSIDE YOUR JULY SNIC BRAAAPP

- *STTAG Project Update*
- *Chi-Town Cruise In*
- *Tony Beadle’s Con “TR” ibutions from Across the Pond*
- *Champaign British Car Show*
- *Lars Sullivan’s “New Arrival”*
- *Wisconsin British Car Field Day*

Lots More Stuff



On what was surely the nicest day of the year to date, your humble and obedient scribe, accompanied by Jack "Spuds" Billimack, left the relative safety and comfort of the suburbs for the "City of Big Shoulders" to attend the 4th Stabil Chi-Town Kruze at Soldier Field. We took a lap around Grant Park to see [and be seen by] gearheads of all sorts before taking LSD [that's Lake Shore Drive to non-Chicagoans] to Soldier Field where we were joined by Bill and

Kim Jensen in their newly overdriven Spitfire. The four of us strolled through the lot and scrutinized the more than 800 cars on display.

To say that the assemblage of vehicles was eclectic would be an understatement. There were turn of the century brass touring cars, interregnum classics, street rods, muscle cars, exotics, kitcars, imports [besides our Triumphs, there was another TR6 from Orland Park], and lots of 70's cruisers. There were even racing lawn mowers on display! We were entertained by a 60s cover band which, although

good, was no Spinal Tappets [too much Little Anthony and not enough Who].

By early afternoon, the heat [to which we were quite unaccustomed] got to us, and we headed back to our respective suburbs, but not before enjoying a very nice day soaking up the sun and enjoying the sights, if not the sounds, along the lake.



which, although



Suds





ILLINOIS SPORTS OWNERS ASSOCIATION

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

The Board of Directors meets the first Sunday of every month prior to the general meeting. Everyone is welcome to attend the Board meetings.



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
July	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	11-13	Fr-Sun.		ISOA Summer Campout-Galena Area Ph. Bob Crowley [630/355-7943] for details
	13th	Sun.		British Boots & Bonnets British Car Show, Poplar Grove, IL
	26-7	Sa-Sun.		VSCDA at Autobahn Country Club, Joliet
August	3rd	Sun.		Transportation Extravaganza, IL Railway Museum, Union, IL
	3rd	Sun.		Meadowbrook Car Show, near Detroit, MI
	5-8	Tu-Fr		VTR National Convention, Ypsilanti, MI
	10th	Sun.		Heartland British Car Show, Davenport, IA
	10th*	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] [<i>Not the 1st Sunday!</i>]
	17th	Sun.		Orphan Auto Picnic, Aurora, IL
	22nd	Fri.		White Trash Night, Sycamore Speedway
	31st	Sun.		ISOA Annual Turnabout Picnic, Hampshire [<i>In place of Sept. meeting!</i>]
	31st	Sun.		Milk Pail Car Show, East Dundee
Sept.	7th	Sun.		22nd British Car Union Festival - Morraine Valley Community College
	3-7			Friends of Triumph Kastner Cup Vintage Race at Watkins Glen, NY
	13-4			50th Aniversary Celebration at Meadowdale Racetrack
	11-13			Six Pack TRials, Townsend, TN
	21st	Sun.		Cantigny Car Show
Oct.	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	11-2			Fall Colour Tour & Campout, Kansasville, WI
Nov.	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA			Clinic
Dec.	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]

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: Tim Buja, 1173 Butler Road, Rockford, IL 61108-4702



A LITTLE BS FROM BS



NEWS AND VIEW FROM THE BUSTED KNUCKLE GARAGE

I mailed my registration checks to VTR, TRA, and 6-Pack this week and, despite the fact at this writing there is forecast for a “wintry mix,” knowing that I committed to attend these national conventions makes driving season seem all the nearer. I took Casper, my TR3 [not the world’s nicest, just the most expensive], out for its inaugural 2008 run last weekend, and I hope to have Lucille, my TR6 [the “wonder” car – as in I wonder if anybody would pay 20¢ on the dollar for what I’ve got tied up in this thing.] back on the road soon. By the time you read this, we will have made our annual pilgrimage to Elkhart Lake, and Doug Larson will have already led the first “Breakfast Run”

of the year. The initial midwestern car show of the year will have been held in Champaign. The avalanche of activities that mark the months of June through September is officially upon us, and 2008 is shaping up to be another banner year for ISOA. We have all of our old favorite activities coming up. The Movie Night, the Campout, White Trash Night, the Turnabout Picnic will all be happening soon, and the big national shows are right around the corner. The one-day regional British car shows in South Bend, Sussex, Quad Cities, and Moraine Valley aren’t too far off, and the local cruise nights and generic car shows are just too numerous to mention.

Just in case you don’t already have enough to do, the STTAG project will be ongoing throughout the summer, not to mention the fall and winter.

It seems like we wait all winter to jam a year’s worth of driving events into three or four months, but for those of us who like open air motoring and hanging out with like-minded folks, this is the time of year that we live for.

While Jack Billimack and I try to include as many of the “Events of In “TR” est” that we know of on our club calendar, and we make every effort to mention the Triumph activities that our members engage in, I know that there are other activities that many of our club members participate in that don’t get

recognized on the pages of this birdcage liner. So, like PBS, we come to you in this, our annual pledge drive, asking for your help. [Be thankful it’s only once a year, and we don’t ask for any money.] If you attend an event, preferably one that is car-related, please take a few minutes to jot down a paragraph or two and send it to me for inclusion in the newsletter. [A couple of digital pictures would also be appreciated.] Don’t be overly concerned about using or abusing the King’s English, we have an excellent support staff here at Snic Braaapp Towers to handle proofreading, even though there may be times that a typo does slip past the editor, the head of quality control can handle any grammar, spelling, or punctuation glitches. If sending an email is not your cup of tea, just give us a call and tell us about the event you attended. We’ll take it from there.

Despite its many shortcomings, our newsletter holds up pretty well against most other club publications. In fact, we were recently honored with our 2nd consecutive Golden Quill Award from the editors of *Old Cars Weekly*, due in large part to the many members who contribute stories and photos of Triumph related activities that they participated in.

Let’s try to continue that tradition in 2008. If even only some of our members choose to submit just one article, that would give us a really first-rate assortment of writing styles to enjoy, and, more importantly, it means that you [and I] would have considerably less of my BS to deal with.

Suds

SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. All photos and disks will be returned upon request. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the author’s and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. Remember: SNIC BRAAAPP never needs ironing.

Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 email: trstreep@sbcglobal.net

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MOORE ON THE MARQUE
BY MARK "GUZZLER" MOORE



Well it looks like driving season is finally here. It sure has been a long time coming. This spring was as cold and wet as any in recent memory, but I think it's safe to say that the nice weather is here to stay. The slow start to driving season has had a way of lulling me into a feeling as if the summer were a long way off. Now comes the sense of panic that the car season is here, and I want to do everything, but there is no way time will allow it.

It's hard to prioritize events and determine which are "must do's," which are "may do's," and which are just "wish I could do's." Some events are easy to fit in, like the drive-in movie night, and of course our beloved White Trash night. These events just take one evening and are easy to attend. Of course the biggest

"must do" coming up is the VTR convention in Ypsilanti, MI, or shall I say North American Triumph Challenge as it is once again being called this year.

With the convention so close by, many ISOA'ers are planning to make the trip. This should make the event even more fun because we can hang out with our fellow ISOA'ers, meet new friends, and see some of the finest TR's in the country. Joe Pawlak has laid out a route for people who want to leave Sunday and take a scenic drive. Others of us are going to make a Bonzai Run bright and early Tuesday morning and, hopefully, meet with Joe's group for lunch before driving to the host hotel in force. This event is a "must do" and there is still time to sign up if you haven't registered yet.

The one-day shows are the ones that I am going to have to cut back on. My TR6 project is rolling along, but if there is any chance of making my goal of having it ready for the 6-Pack TRials in September, it's going to take a lot of work between now and then. Currently the body and parts are in primer, and my attention is focused on getting the suspension refurbished and mounted to the frame. Then I can mount the motor and 5-speed trans in place. This will put the full weight on the suspension so I can properly shim the body and set the

door and fender gaps before beginning the final painting. Yes, this sounds like a lot to do, and it is.

This is where I need your help. If you go to any Triumph events, please consider writing an article for SNIC BRAAAPP. That way and I can feel like I was there. I know sometimes it seems as if the same group of people is featured in the newsletter over and over. This is because these are the people who are attending the events and writing about them. Help us put a fresh face on things by giving Bob some material. A picture is worth a thousand words, so take a few pictures and let them write the story for you.

The summer is just starting, but it'll be gone before we know it. So lets get out and enjoy our cars and some of the great events that our hobby has to offer. I know gas is outrageous, but these cars get pretty good gas mileage, especially compared to other collector cars, and there are plenty of events close to home. Our TRs can bring a lot of fun our way if we let'em.

'Till next time

Guzzler

We received this June 1992 article from Automotive News from Frank Cartwright and thought you might find it amusing. Check out that zero to sixty time and the exchange rate! Ed.

ROVER TO BUILD NEW TR6 BODIES



Tooling, dies for roadster were scattered around Britain

The classic Triumph TR6 is being reborn — or at least given a new body.

British Motor Industry Heritage Ltd., a subsidiary of Rover Group, said last week it will begin producing bodyshells this

summer for the roadster, which was taken out of production in 1976.

Tooling and dies for the famed roadster were found in warehouses, garages and fields all over Britain, the company said. A Heritage spokesman said a trial run of 150 bodies will be produced for the British market at an expected retail price of £3,166 (about \$5,400 at current exchange rates.)

Depending on demand, he said, production could be increased and a U.S. version added later.

About 91,850 TR6s were built between 1968 and 1976, when it was replaced by the heavier TR7. Most were exported to the United States, where an estimated 30,000 still are registered.

BMIH, considered to be the com-

mercial custodian of British motoring history, also builds bodyshells for the MGB and MG Midget. Demand has been so high that parent Rover decided to put the historic marque back into production: a V-8-powered MGR will be launched in September.

A Rover spokesman said the company has no plans to put the TR6 back into production, although it owns the patent for the marque.

The TR6 was replaced because of tighter safety laws and fears that roadsters would be banned in the United States. The car was rated at a top speed of 120 mph and had a claimed 0-to-60 acceleration time of 8 seconds.

ED WENDT - Staff Correspondent



CON "TR" IBUTIONS FROM ACROSS THE POND



THE ART OF THE PUB CRAWL

BY TONY BEADLE,
ISOA INTERNATIONAL BUREAU CHIEF &
UK SENIOR CORRESPONDENT

IT WAS MARK 'TRELVIS' COSTELLO'S dissertation on All Things British – specifically his inexperience concerning our beer – in the May edition of this esteemed publication that set me to thinking about such matters. Mark was absolutely correct in one respect; a proper 'pub crawl' is something that every red-blooded male should experience at least once in his life.

The procedure of a pub crawl traditionally involves a group of people drinking a pint of beer in a number of different taverns that are usually situated within a short distance of each other, the inference being that by the end of the night most of the participants are unable to walk and are reduced to crawling on their hands and knees to the next pub! This used to be a popular pastime when pubs were more plentiful and there was little in the way of alternative forms of entertainment, but the halcyon days of the classic British pub crawl have sadly long gone.

My first experience of a true pub crawl was in my late teens during a summer camping holiday with the Air Training Corps (I guess the US equivalent would probably be Air Cadets?), a sort of Boy Scout movement for those

more interested in aeroplanes than woodcraft. The squadron was spending a week at an RAF base near the Yorkshire market town of Beverley, approximately 200 miles north of London on the eastern side of England, and on Saturday a bus took us into the town centre for a night out.

Just outside Beverley is a horse racing track, and in those days whenever there was a race meeting, many thousands of visitors would arrive. In order to cope with this huge influx of thirsty punters, over time more and more pubs were opened along the High Street (sorry, Main Street) until, when we cadets arrived on the scene, there was something like 29 drinking establishments in less than half a mile! In our youthful naivety, we decided we were going to visit every single pub that night... I cannot remember exactly how many we did get to or the number of drinks I had – or even how bad my hangover was the next day – but it was certainly a memorable experience.

One curiosity in Beverley was a pub – I've forgotten its proper name – that all the locals called 'The Push'. Enquiring about this peculiar nomenclature that didn't seem to bear any relation to the name displayed outside, I was told that some years earlier the sign had fallen down and wasn't replaced for quite a while. During the signboard's lengthy absence, the only identifying feature on the building's facade was the front door with a large brass plate that had the word 'Push' engraved on it, so that's what everyone called the pub and the name stuck, even after the proper sign was re-erected!

Since that initiation into the ritual of the pub crawl, I have since taken part in many similar excursions, but never have I found anywhere with the concentration of boozers that once existed in Beverley. However, there are

two other pub crawls that particularly stand out.

Much later in life, when I was employed as a Project Engineer by a multi-national corporation, our factory in West London was visited by a group of engineers from a German machine manufacturer. As they were staying at a nearby hotel, I was instructed by the Sales Director to look after them that night. When I asked the three men what they would like to do, the senior engineer replied: "We have heard so much about your British pubs, can you show us some of them?"

This was in the days before breathalyser tests and strict drink driving laws, so that evening I arrived at the hotel in my car to pick them up. Our first stop was The Master Robert, a pub named after a famous racehorse, where each of them quaffed a pint of Fuller's Extra Special Bitter (5.5%) with gusto. We then moved on a few miles to the Express Tavern situated at the northern end of Kew Bridge over the River Thames. This time the tippie was a bitter named Bass (4.7%) which also met with approval. Crossing over to the south side of the Thames we visited Ye White Hart in Barnes to sample Young's Special Bitter (4.6%) and after a couple more stops we ended up in the Duke's Head at Putney.

The beer was again Young's Special Bitter, but the undoubted hit of the evening was a plate of fairly ordinary bread rolls filled with slices of cheese. When I poured the Germans into the hotel lobby later on they were still enthusing about the rolls, and their appreciation was repeated at our factory meeting the following day. While this pub crawl earned me plenty of brownie points with the director, I had a hell of a job getting my expenses for the outing accepted by the accounts department!

But the most extraordinary pub crawl came about when my wife was working for an American medical products company. The UK office was hosting a conference which was being attended by managers from all over Europe, and her boss decided that they would orga-

nise a pub crawl around London for the delegates. Because there were too many people for one group, they were split into several smaller parties.

For a few joyous weeks my part in the exercise was to spend time each night travelling around London on the Underground sampling the pubs near various stations and mapping out different routes. Imagine it, actually being paid to go out to a pub and drink beer – sheer heaven! In the meantime, my wife was busy contacting all the European offices requesting that the conference delegates supplied their hat sizes, which caused no end of confusion in some countries as you might expect.

On the night in question, each delegate was issued with a bowler hat and a rolled umbrella together with a train ticket and instructions of how to get to the first pub. Once they had bought a drink, the barman would give them the name and location of the next pub on the journey. All the groups ended up together at a famous dock-side pub in East London called the Prospect of Whitby (the name of an old sailing ship) where everyone enjoyed a great meal and were presented with engraved pint mugs as souvenirs.

Should any ISOA member be planning a trip to Britain and want to avail themselves of a similar experience, I would be happy to organise something – either based in London or somewhere more rural – and my rates are very reasonable, although paying for the ale consumed during the research process could easily break your spending budget for the whole holiday!



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New Arrivals

TEXT AND GRAPHICS BY
LARS "GEYSER" SULLIVAN

one of my classmates at the University of Idaho (Moscow, Idaho) told me about a Triumph that was in a barn outside



Aug. 1978 Galena Summit Elevation 8701 Ft.

Let me introduce you to another in the Illinois inventory of Triumphs, as of July 24, 2006. Some vital statistics follow:

- Model: 1957 TR3
- Body No: 846855
- EB: 13742
- Commission No.: TS 14178 LO
- Engine No.: TS 23280 (not original)
- Transmission No: TS 14538
(with OD!)
- 4.1:1 Differential (not original)

Granted she is a little lighter now, with the ravages of oxidation. Some of the weight can be made up by the factory hard-top.

This is actually the second Triumph that I have owned. The first being a (probably, based on the engine number) red 1959 TR3A that I bought in the summer of 1977 for \$10. That one had been painted with a brush. I would guess that I drove it about 10 miles. Soon after,

of Troy, Idaho, only 45 minutes away. The next weekend, we went to see it.

This was one of those legendary, "My son went to Viet Nam and it has been sitting there ever since." Triumphs. There she sat, with the front apron removed and the engine out. The hardtop, with its milky white plastic window, was bolted on, but the side curtains were behind the seats. Chickens and other foul creatures had made it their home for some time. Nonetheless, it was lust at first sight. For the then princely sum of \$300, she was mine. When we took her off the blocks, we found that the tires were still good. As my friend towed me down the hill toward Troy, I found that the brakes were still good as well.

That fall, when I wasn't in class or at the bars, I could be found behind the house putting the car back together. This was 1977, long before The Roadster Factory, Moss Motors and their ilk. JC Whitney did have some Triumph parts. My \$10 Triumph



donated many a part for the greater good. I still remember installing the engine from the '59, outside on sub-freezing, overcast November afternoons.

Just after Christmas 1977, we made our first trip; Moscow to San Francisco via Portland. It was pretty cold that winter, certainly much colder than the heater was designed for. Surprisingly, it got colder as I went south toward the Oregon/California border. In retrospect, I should have stopped long enough to cover the front of the radiator with cardboard. Soon after entering California, the exhaust gave out. I drove the rest of the way to my destination near San Francisco with the exhaust exiting just below my seat. I don't recall that it provided much heat, but this one event could explain why I don't hear very well when my wife asks me to do something. I drove through the sleepy town of Orinda, CA, at about 8 AM and was then thoughtful enough to wait until 10 AM to drive to the nearest Midas shop.

A week later, I was on my way back to Moscow. Nothing particularly memorable happened, but I do remember stopping for the night somewhere along the Columbia River. The next morning it was -20°F. The combination of cold battery and cold fluids wouldn't allow the engine to turn over. Fortunately, a friendly trucker gave me a pull, and she started right up on compression.

The end of January 1978 found me driving from Moscow to Rock Springs, WY, where I would work for 7 months at the Jim Bridger Power plant. About 6 pm, half way between Twin Falls, ID and Brigham City, UT, I heard the tinkling sound of metal hitting the pavement. "Uh oh," I thought, "Something has fallen off. I hope it wasn't important." Two hours later, as I pulled into a service station, I had the opportunity to use my brakes. As C.W McCall says, "It kind of felt like stepping on a plum." Fortunately, the emergency brake was in working order, and there was nobody in front of me. Anyone who has driven out west in the

middle of a January night 30 years ago will know that there isn't much reason to stop, much less slow down, between Brigham City and Rock Springs. About 11 PM I coasted into a parking spot. The next morning, some investigation found that one of the front right brake pads had come out, allowing the brake fluid to de-inventory around the piston.

A couple of months later, on our way to a ski weekend outside Salt Lake City, the rear window blew out while driving down the freeway. I picked up the two pieces but never did anything with them. Fifty miles later, coming down the hill out of Wyoming, just before the highway splits to go to either Salt Lake City or Ogden, the clutch decided to disintegrate. My colleague and I spent the first day of vacation getting the car to a shop in SLC and then going to the slopes in style in our U-Haul pickup. To avoid future surprises while the car was in the shop, the engine was rebuilt with the oversize liners.

Once she was back on the road, we made a few more long trips: Rock Springs to Boise in mid-summer (105°F and no shade), Rock Springs to Denver and then Pike's Peak (we didn't go up) at the end of July, and then, in August, back to Moscow. Back at school, my \$10 Triumph had disappeared. Some said that it was junked, but my suspicion is that it was appropriated by other TR3 aficionados who also needed a parts car.

My Triumph remained my daily driver, as much as one needed to drive on a daily basis while at college. Summer of 1978 was spent in Sun Valley where, on a trip back from Boise, the differential main bearing failed, the result of a small, continuous leak and lack of attention. Carrying three adults over Galena Pass probably didn't help. The car was towed back to Moscow, and I traded the old differential and the original block for another differential. We didn't do much more traveling that

fall/winter, and she was replaced by a brand-new 1979 Datsun B210 in April of '79. My parents felt that I needed something more reliable when I moved to Illinois to begin work after graduation.

This Triumph made its last drive from Moscow to Ellensburg, WA, in June 1979, where she was parked on my parent's farm. My expectation was to have her restored as soon as I had saved some money.



Flash forward to July, 2006. My father had died earlier that spring and my mother wanted to clear out some of the "junk" that had accumulated. My daughter was going to attend a 2-week summer program at the U of I(daho) so we made this a family event and drove west, intending to tow one of the extraneous vehicles back to Illinois. What would it be? The ¾ ton 1950 Studebaker pickup? The 1964 Volkswagen Bug? Was there ever any doubt that it would be the Triumph?

The years of languish had not been particularly kind. Although the exterior looked much the same, the interior had deteriorated. Mouse piss can be terribly corrosive, and underneath the carpet the floor boards looked like Swiss cheese. After cleaning out the mouse and hornet nests, we loaded the TR3 onto a U-Haul trailer. For weight distribution purposes we put her on facing backward, which put the engine slightly behind the tandem-axle trailer wheels, and tied her down with the straps over the rear wheels and chain/load binders for the front end.

Friday morning, July 21, we said our goodbyes and began the first leg of our centipede trip, 2100 miles, back to



Illinois. The first stop was U of I to attend graduation ceremonies for my daughter. This 200 miles was a microcosm of the first 1000 miles. Climb some hills and then lose all the elevation to cross a river, and then climb some more. With nothing better to do, we would play games from my childhood like, "How far do you think it is to the next turn?" Answer: 8.5 miles. "Do you see that white spot on the horizon? How far do you think it is?" Answer: 23 miles. Eastern Washington is known, in some circles (mostly farmers, who have crop circles) for the "rolling hills of the Palouse." In the interest of saving asphalt, the DOT philosophy is to go over, but never around. Only a couple times did we come upon a combine cruising at its top speed of 20 mph down the two lane road.

We attended the picnic and graduation in Moscow and then headed north along the WA/ID border. This is a winding, hilly road which was a lot of fun 25+ years ago in a little sports car, but not quite so much fun in a Toyota 4-Runner pulling a trailer. We picked up I-90 in Coeur d'Alene where the ambient temperature was a record setting 102 degF. Even though it was a 4 lane divided highway, it wasn't long before I was wishing there was a "no pass" zone. Specifically, no Fourth of July Pass (el. 3081 ft.), no Lookout Pass (4680 ft.), no Homestake Pass (6368 ft.) and no Bozeman Pass (5750 ft.). This is not to say that all passes should be eliminated. Certainly Donner Pass (7239 ft) helps keep Californians to the west of the mountains and Wolf Creek Pass (10550 ft) inspired some of the greatest lyrics of all time.

Since I-90 is a major trucking route across the northern US, it wasn't uncommon to find myself behind (for example) a truck load of 12" pipe doing 20 mph up a 6% grade. The choice is to follow him to the top of the hill or try to pass him and hope that the tourist in the 1998 Buick Boat Anchor, doing 85, doesn't rear-end you. The downhill side was just as scary in a different way. The trailer was conspiring with gravity to push me way faster than I really wanted to go.

- 1700 miles more to go.
- 1700 miles more to go.
- Nothing could be cooler
- Than to be sleeping in Missoul-er
- With 1700 miles more to go.

[Let me take a side trip here for a moment to build on a previous article (summer of '06?) by our esteemed "Suds" Streepy. Missoula is home to a number of micro-breweries. One of which makes Moose Drool, a delightful brew which I first quaffed in a brew/pub in Bozeman on our way to Washington. A dark beer, reportedly made from the actual drippings from the lower lip of the Rocky Mountain moose and brewed with mountain pond water and water lily. Actually, I made that last part up to appear pretentious. The beer is real, the name is real, and the taste is great; much better than another beer which I tried at the same pub called Pig's Ass. A little too fruity for my taste, although it was entertaining (at my son's behest) to see how many times we could get the waitress to say "Ass."

Day 2 was all highway. On the downhill side of Bozeman Pass, we picked up the Yellowstone River and followed it to Billings, where we stayed on I-90 toward the Wyoming border. We drove through the Crow Indian reservation and pointed through the window in the general direction of Little Big Horn, to improve our kid's education. My son may have looked up from his Nintendo DS for 2 seconds.

- 1200 miles more to go.
- 1200 miles more to go.
- I don't know if we will be there again
- But we'll spend the night in Sheridan
- With 1200 miles more to go.

Sunday found us driving across half of Wyoming. Once into South Dakota the elevation changes moderated, and for the first time, I was able to use cruise control. We cruised past Sturgis, where the Harley folk migrate every year. We cruised past Wall with its famous drug store, and we cruised past Kadoka, where we used to stay during prairie dog

season before the black footed f****ts were re-introduced to the grasslands, and the government took away that annual entertainment. We even cruised over the Missouri River near Chamberlain.

We cruised on into Mitchell that afternoon. I wanted to continue on to Sioux Falls, because it was easier to rhyme with, but we all have to make sacrifices for domestic harmony.

- 600 miles more to go.
- 600 miles more to go.
- A bed at Motel 8 calls
- About an hour before Sioux Falls.
- Only 600 miles more to go.

Monday looked to be an easy day of driving. We would cross Minnesota and stop in Madison for the night and then an easy drive into Mt. Prospect on Tuesday morning. But it was not to be. The traffic really picked up at the junction with I-94. Everybody was behaving and maintaining a good pace, so we approached Madison at the height of rush hour. "Let's go all the way home tonight," said my wife. This astounded me because she had been sitting patiently for long hours for the past four days. The kids looked up from their video games for maybe 5 seconds and then dropped their heads again. I checked the gas gauge. It was time to fill up and stretch my legs and back before I would good to go again.

Two and a half hours later I was backing the trailer into the driveway. We anchored the Triumph with a come-along and pushed the front wheels onto the ramp. From there, it was just a matter of ratcheting the car down the ramp until it was deemed safe to let her roll into position. EDBDBB1 would trade places so the new/old Triumph could move to the back of the garage. This will give me something to do during the long winter evenings. Copious quantities of "Marvel Mystery Oil" will be required, along with a long list of expert consultation. It is my slim hope that she could be back on the road by her 53rd birthday. Probably 54th.

Lars "Geyser" Sullivan



CHAMPAIGN BRITISH CAR FESTIVAL '08



TEXT AND GRAPHICS
BY JOE "JELLY BEAN" KAPLON

For some of us, Memorial Weekend means it's time for the first Triumph road trip of the summer driving season. Emily and I always look forward to this annual trip. This was the 10th year in a row that we have made the drive down to Champaign for the weekend activities. Em was only six-years old when we headed down to Champaign for our first road trip ever in the Spitfire. Last year Emily, with her newly acquired driver's license, drove the Spitfire. We've always had fun with the themes for each year's festival. Over the years we've been pirates, 20's gangsters, Knights and Ladies of Camelot, John & Yoko of Beatles fame, and Hollywood Stars at Oscar Night, to name a few.



This year we packed up the TR3 and headed down I-57 in anticipation of three days of fun. We pulled up to the host hotel at the same time as Jack and Barb Billimack in their TR6, Joe and Kathy Pawlak in their Stag, and Jenny Pawlak in her TR7 Spider.

The Champaign Festival kicked off on Friday evening with a themed dinner - a 50's era State Fair. We had a great meal, and readied for the planned activities. There were old-fashioned midway games, a fifties fashion show, a 'name the 50's picture' game, and a cake decorating contest. Em and I signed up for the cake decorating contest. We were

given 20 minutes to frost and decorate a plain round cake. This was our first attempt in the fine art of cake decorating; some of our competition looked like they had some experience. We dug into the five-gallon pail of frosting and started brain storming. When it was over, (except for the mess), we finished in 2nd place! 50's music continued, and we had lots of laughs.

Saturday morning brought clear skies and warmer temperatures. About 25 cars headed out for a cruise through the Illinois countryside, stopping at the Allerton Estate to view the beautiful formal gardens. It's always fun to discover new places to visit and the organizers consistently plan a great drive. We then drove on to a picnic lunch at Lake in the



Hills Park. Thanks to the Pawlaks grocery stop, we had a nice I.S.O.A. picnic in the shade, next to our cars. It doesn't get much better. We opted out of the poker run and headed back to the hotel for some socializing and the highly competitive Funkana. I teamed up with Jack. We did the course twice, each with a turn behind the wheel. We didn't win, place or show, but we had fun trying. One of the options for Saturday night was the Drive-in Theater in neighboring Gibson City. That sounded like some old fashioned fun, so Joe, Kathy and Jenny led the way in the Stag and Emmy

and I followed in the TR3 to see the just released Indiana Jones movie. The night got cool, but we had our sweatshirts and blankets to bundle up in lawn chairs. The drive-in theater kept up the 50's theme, the concession stand and facilities are the same as the day they opened in 1954. The projector only broke down once, (Lucus Lamp?), but it sure was fun.

The weather for Sunday's car show started out perfect, and the ISOA contingent grew by one when Frank Cartwright drove down in his TR7 for the day. All our ISOA cars placed either 1st or 2nd in their class. The one afternoon cloud passed over the area and cleared in time for a pleasant drive home in time to pick up on the duties around the house. It was a nice escape for a couple of days. I know Emily and I will do it again next year. Hope you can join us.

Joe





record for the cooler toss. Steve then clamped the two together to keep the system flowing, before we reinstalled the shroud and put the hood back on. After about ninety minutes, off we went.

We drove through the rest of Indiana, and soon we were cruising along through

the Buckeye state. The weather was pleasant, if not a bit warm. About four PM eastern, we pulled into the resort where we met Lars and Joe. We didn't have too much trouble finding them, since the hotel bar was near the registration desk. We also met mutual friend Jeff Slaton from Kentucky, who had driven up in his sport ute to join in the festivities. The parking lot was full of tractor motor Triumphs that ranged from pristine trailer queens to rats, with every spot on the spectrum in between well represented. There were about 60 cars registered, mostly TR 2-4s, as well as a sprinkling of TR6s, a Stag, a wedge, and a 2000 Roadster for good measure.

We picked up our registration packets and wandered around to try to become familiar with the place, and then we went to a nearby Mexican restaurant for dinner. Good food, reasonable prices, our kind of joint. We stopped by the welcome reception and mingled with some of the other registrants. I couldn't get over how many people approached me to tell me how much they enjoyed their stay at the 2005 VTR Convention in Rockford and particularly the Spinal Tappets. We then took up our traditional parking lot patrol responsibilities. However, after a long day featuring two breakdowns, we bailed early and headed back to the room to get some sleep before day two.

The next morning, Thursday, we were up early and on the road to nearby Sandusky, Ohio, for a breakfast run. [Actually, the more appropriate title would be a "Coffee & Donut Run." The organizers had reserved a pavilion on

Lake Erie and set up coffee and pastry for the registrants. It was a nice event, and the weather for early morning cruising in a caravan of thirty or forty cars was perfect. We also soon found out that Ohio Bike Week was going on in Sandusky, and a local sheriff told us that they expected 30-40,000 bikers to attend during the weekend. From there, we headed to a Home Depot to get some supplies to upgrade the repair on Steve's car. Next, it was off to a car wash to try



to remove some of the accumulated oil on Steve's previously spotless TR4A before going back to the resort. Once back at the host hotel, we headed off in different directions. I spent the afternoon cleaning Casper in preparation for the following day's concours. After a couple of hours of primping, we all headed out for dinner at nice Italian restaurant. When we got back, we spent an hour or so at the TRA annual business meeting. We were all saddened to hear that TS1, [the first Triumph TR] which had been restored by TRA founder and past president Joe Richards, had been sold to a museum in Hawaii. From there, it was back for our assigned parking lot patrol before calling it a night.

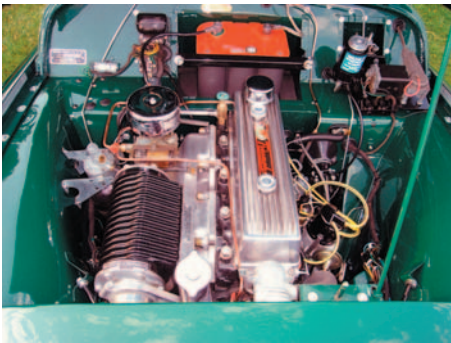
The car show was Friday morning. Murray and Steve were entered in concours modified, Lars and Joe were in people's choice, and I was in concours. TRA judging is considerably more stringent than VTR. There were four teams of judges who went over each concours car, and the total time that each car was critiqued was probably well over an hour. Just as the judging was wind-

how these things usually happened in threes. [hint: this is what is known among literary types as "foreshadowing."]

An hour or so into Indiana, Murray told Steve over the CB that he thought that Steve's car might be leaking oil. Steve replied that he had plenty of oil pressure and that he would check things over at the next rest stop, a few miles down the road. Then, what followed could have easily cost Steve his FCC license to broadcast over the airwaves; No oil pressure. We quickly pulled off onto the shoulder and popped the hood. It was not a pretty sight. Steve's spotless engine bay was covered in petroleum. The oil cooler, which was brand new and only installed the previous weekend, was broken; the fitting had cracked and spewed 20W50 all over the front half of the car. To say that Steve was a tad vexed would be an understatement. For once, I abandoned my habitual commitment to providing you, my gentle reader, with candid photos of ISOA events, lest Steve decide to play proctologist with my camera. We sized up the situation, considered our options, and then set about removing the hood, the radiator shroud, etc. to get at the faulty oil cooler. I've been involved in a few breakdowns on the side of the road, but this was the first time I'd ever helped remove a hood on the shoulder of an interstate. Next, Steve set about removing the oil lines. He had just had them custom fabricated, and they were made of braided steel shrouded in heavy-duty rubber. It took us nearly an hour to cut them off using a pair of sidecutters. Next, Steve joined the two severed lines with a bit of tubing from the oil cooler, which was now about thirty yards from the road, possibly a world



ing down, a front moved through, and everybody scurried for the parking lot [or their trailer]. There were a couple of self-guided driving tours available, but Joe and I opted to stroll across the golf course and take a look at Lake Erie from an observation deck just before the skies let loose.



That night we all attended the annual TRA auction. There were about 75 items up for sale, and TRA astutely provided a keg of beer to help get the ball rolling, so to speak. As always, there were a lot of laughs, a few good bargains, and a few items that went for crazy money. I think half the fun of a TRA auction is to predict the gavel price that something will bring.



Saturday morning dawned wet and drizzly. We were supposed to take a tour and wind up at a nearby restaurant for breakfast, but the weather necessitated a change in plans, and we headed straight to the eatery.

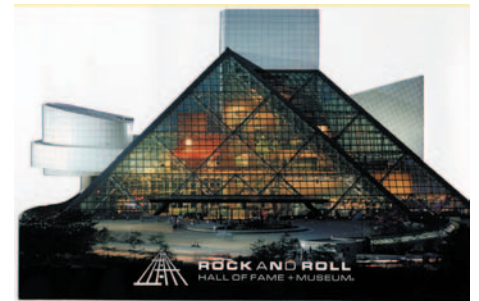
The place was actually a biker bar that had opened especially for us. Three people from England, who had come over to attend the event, joined Joe, Jeff, Murray and me. One of them was John Saunders, who had played an instrumental role in restoring TS2 which is in the UK, and also assisted Joe Richards in the restoration of TS1. His wife offered



Joe Kaplon a taste of Marmelite, a British spread put on toast that apparently has a very unique flavor. The other Brit, David Somerville, gave us an hilarious account of some of the episodes of Top Gear that probably won't be seen in the US. Their story telling was the highlight of the meal.



There were several self-guided tours available to us that afternoon along with a rally, but we had decided to take a field trip to Cleveland, about 50 miles to the east, to visit the Rock and Roll Hall of Fame. Jeff offered to drive his Honda Pilot so Murray, Steve, Joe, Jeff and I headed to Cleveland. The museum was



really impressive. It is shaped like a pyramid and had six different floors jammed with memorabilia and artifacts from Delta Blues to alternative music. The list of cool stuff on display would take several newsletters to list, but some of the more memorable displays included Janis Joplin's Porsche, John Lennon's glasses, Mick Jagger's cape from Altamont, an entire floor devoted to the Doors, more guitars owned by more rockers than you





could imagine, along with outfits worn by Elvis, James Brown, Madonna, the Supremes, and on and on. We spent three or four hours there, and most of us could have easily spent twice as long.



After we got back to the hotel, we met Lars, who had attended a session hosted by Joe Richards, who spoke about the restoration of TS1 and showed some of the custom tools he had fabricated to work on Triumphs. There was also a "meet & greet" with Robert Johns, who had rallied with Ken Richardson. By now, it was late afternoon, and we started to pack up and get ready for the awards banquet. There was a cash bar followed by a buffet style banquet that was really good. The organizers for the 2009 National Meet in Charleston, West Virginia, spoke about next year, and there

our goodbyes and called it a night.

Sunday morning we were up at dawn to make the return trip to sweet home Chicago. We had just about left Ohio in our rear view mirrors when Murray said that he thought he had a problem with his fan belt. He should have been so lucky. The pulley on his water pump was shot. I had an extra pump, but no pulley. We limped to Burger King and considered our options. Like the Marines, ISOAers don't like to leave their comrades behind, but Murray called a friend with a trailer, who offered to bring it and pick up his car. He assured us that he would be OK, so we left him at the BK until his buddy could drive to pick him up. The skies were beginning to look ominous, and I started thinking that coming back in a pickup might not be such a bad idea. Just then, the skies let loose with a typhoon, the likes of which



were the most intense I've ever seen. We had to pull over at an underpass to wait out the worst of the storm, but eventually it passed, and we resumed our trek. As we approached the metro area, Lars and Steve headed up 294 while Joe and I stayed on I-80. Soon it was just Casper and I on 355 making the last leg of the excursion. We pulled into the World Headquarters of SNIC BRAAAPP around 3:00 PM after covering 744 miles.

Normally, I might conclude an article like this by saying that a good time was had by all, but in this instance, since we always tell the truth on the pages of this esteemed publication, we will end by simply saying that, due to some "technical difficulties beyond our control" a good time was had by some.



ISOA TECHNICAL EXSPURTS

- TR3** **Bill "Whizmo" Pyle**
630/773 4806
- TR4** **Pat "PowerBuldge" Lobbell**
219/942 1263
- TR4A/250** **Steve "Drippy" Yott**
262/997-0701
- TR6 (Early)** **Jeff "Stalker" Rust**
815/874 5623
- TR6 (Late)** **Irv "Elwood" Korey**
847/831 2809
- TR7** **Phil "Factor" Fox**
630/662 7721
- TR8** **Tim "Tool Man" Buja**
815/332 3119
- Spitfire - [Early]** **Joe "Stagmeister" Pawlak**
847/683-9683
- Spitfire - [Late]** **Bill "Mr. Bill" Jensen**
815/729-9731
- GT6** **Dave "Snake" Shedor**
847/937-5078
- Stag** **Joe "Stagmeister" Pawlak**
847/683-9683
- Machinist** **Bob "Opera Man" Crowley**
630/355 2170
- KeyMaster** **Bob "Senile" Donile**
630/837 3721
- Electrical Paint, Body,** **Joe "Stagmeister" Pawlak**
847/683-9683



Suds



STAGES OF THE STAG

by Mark "TR Elvis" Costello

At the time of this writing (mid June), the Triumph Trans-American Charity Drive Stag is resting comfortably on a rolling skid at the Hampshire Quarterhorse and Triumph Farm awaiting some final touch-ups before paint.

Despite the Stag's current visual appearance, a lot has happened to this car in a short period of time thanks to countless hours of volunteer work from too many ISOA members to name.



A modest recap of the restoration since delivery includes but is not limited to the following:

- entire engine bay stripped of parts and sand blasted.
- disassembled rear brake assemblies
- removed axles and dropped the differential



- removed rear suspension undercarriage
- pulled power steering rack
- pulled seats, door panels, and carpet
- removed sound deadening material
- dropped entire front assemblies as a single unit
- dismounted and disposed of 5 tires from wheels
- scraped undercoating from the wheel wells
- removed paint and crud from doors, boot lid and bonnet etc
- ordered necessary replacement parts (for suspension and brakes
- welding and dent removal for preparation of filler for front valance repair
- powder coating of spring and other miscellaneous parts

By late June/early July, we should be close to paint. As Joe explained to me on our journey to pick up the Stag up from The Factor's

Farm in March and also in a recent project update email:

"There are stages in a restoration where a huge amount of time spent gives the appearance that not much was done. This discourages many would be restorers on their projects which is why 1) they never complete them and 2) take ten years to do a car. You always need to push forward."

It's at stages like this that ISOA members can hold their heads high with the knowledge that if anybody knows how to push anything forward, it is a Triumph owner.

The car is looking great, but it still has a long way to go before we are road-ready. So, please keep your eyes on the emails from the Project Stag Team. If you are not on the Project Stag email list, drop Tim "Toolman" Buja an email so you can be added. Every bit helps here, and we all have something to contribute whether it's some technical expertise or basic "gofer" duties (my specialty). Don't be shy; this is your chance to be a part of something special.

elvis

The following article appeared in the June 11th issue of the Chicago Sun Times and is reprinted with permission of SearchChicago.com/Autos.com and the author

CRUISING FOR CHARITY

Local car club seeks to Triumph over post-traumatic stress disorder - June 11, 2008

BY ANDY MIKONIS
SearchChicago Autos Contributor

The Illinois Sports Owners Association has a reputation among British car enthusiasts in America as the foremost regional club supporting Triumph automobiles, with a busy year-round schedule of car shows, driving events and technical clinics.

Now the association, led by technical coordinator Joe Pawlak, has joined a British tradition of car clubs helping charitable causes by taking on the whirlwind restoration of a 1973 Triumph Stag. The car will be driven around the United States and Canada by an Englishman raising money for organizations supporting victims of post-traumatic stress disorder.

Driver John Macartney established the Macartney Charitable Trust in England to benefit victims of PTSD. Macartney, a retired Triumph-Standard employee who suffered from the condition himself, will use his fund-raising plan to incorporate his love for Triumphs with a desire to tour North America in a Triumph. Macartney will crisscross the continent between July and October 2009, visiting Triumph car clubs along the way. Those clubs will organize car shows and other events to raise money for the trust.

The trip will end at a national Triumph meet in California, where the car will be raffled or sold to benefit three PSTD charities. This summer a donated Triumph Spitfire will be displayed at car events in England and will be raffled off in May 2009. The Spitfire was received in show condition and will travel around England on a trailer.

The goal is to raise a minimum of \$100,000 each for charities in the United States, Canada and the United Kingdom.

Macartney started leaning on his American Triumph enthusiast friends last year to help procure and restore a U.S.-specification Stag to make the 10,000-mile charity drive. The Stag was chosen because it's a four-passenger luxury touring car, which will provide more comfort and room for gear and occasional passengers on the three-month trek.

Despite the dubious distinction of making *Time* magazine's "50 Worst Cars of All Time" list last year, Triumph Stags enjoy a cult following. The hard-to-find Stag was exported to the United States for about only two years (1971 to 1973). Though production continued in the United Kingdom until

doing a pretty good job of restoring Triumphs. My wife Kathy and I have driven our Stag thousands of miles, and it is considered among our local club and the national Stag club to be one of the most reliable Stags on the road. ... I was asked by organizers of the charity drive to find and prepare a Triumph Stag for this cross-continent adventure. Since this was such a worthwhile cause, it seemed like we [the association team] were the only organization that could pull it off in such a short time frame."

Pawlak has restored four award-winning Triumphs and took 27 months to finish his own Stag. The first wrench touched the project Stag on March 16. Currently, it is completely disassembled, with Pawlak finishing the bodywork. Other volunteers are cleaning and painting parts, and the engine is at a machine shop.

The engine will be critical to the restoration and ultimately the cross-country drive; success hinges on the engine since it was an improperly rebuilt engine that took the Stag off the road in the late 1980s.

"The key to making the Stag a reliable car is to adhere to exacting rebuild and machining specifications of the 3.0-liter OHC motor," said Pawlak, whose own Stag has seen some 30,000 miles since restoration.

Pawlak will also be changing the transmission, stating that "while the vast majority of Stags came with automatic transmissions, the ideal setup for distance driving is the four-speed overdrive transmission ... you can expect 24 to 28 miles per gallon on the highway."

"So far," Pawlak said, "about 20 members of the association have helped with the restoration." Two or three members help each day he works on the project. Other Triumph enthusiasts from around the country have donated parts and about \$6,300 to aide the project."

"The only other issue is that 90 percent of the parts need to come from England," Pawlak added, "and currently the exchange rate is not in our favor."

For more information on the Triumph Trans-American Charity Drive, visit www.triumphtransamerica.org.uk. For more information on the Illinois Sports Owners Association, visit www.snic-braaapp.org



1977, fewer than 3,000 Stags reached our shores. They were prone to design flaws and the poor quality that plagued British cars of the time. Ultimately it wasn't the notorious maladies of electrical problems or rust that spelled the end of the Stag, but engine and cooling system issues.

Originally, Macartney thought he'd get the various Triumph clubs around the United States to handle different parts of the restoration. That was where the Illinois Sports Owners Association's Pawlak stepped in. Having restored his own Stag, Pawlak was first tapped to find the right Stag for the trust. Once he approved, a car purchased from member Phil Fox, Pawlak decided he would spearhead the restoration with the help of association volunteers.

"It was certainly not because I had a lack of things to do," Pawlak said. "From what I understand, I have a reputation of



Ed Note: We are most fortunate to have among our members a professional therapist to elaborate on the subject of PTSD, the treatment of which will be helped by the TTA Project.



PTSD

OR POST TRAUMATIC STRESS DISORDER
BY CORI COSTELLO LCPC, ATR-BC

As an MGB car owner married to a Triumph car owner, I have been a member of the ISOA club for 3 years. In my spare time, when both cars are not running and are parked in the garage with little hope of fixing them enough to cruise around the block, I am a licensed counselor and registered, board certified art therapist in private practice. So I was asked to help members gain awareness and understanding of PTSD as it relates to the recent project of The Triumph Trans-American Charity Drive.

PTSD, or Post Traumatic Stress Disorder, is an anxiety disorder that has affected 7.7 million adults (National Center for PTSD) or 1 in 10 people severe enough to meet the standards set in the DSM (*Diagnostic and Statistical Manual of Mental Disorders*) according to the American Psychiatric Association.

PTSD is the stress response to a traumatic event that is seen as so horrible or life threatening to the person, that it triggers a physical and emotional reaction. This intense reaction can alter the brain's way of functioning. It is not limited to that person, but can affect those that witness the event, or even the family members that the event affects. Stress reactions

have also been associated with first responders and those working with the victims of traumatic events. [e.g. - rescue workers, firemen, and nurses] The stress response can and will occur, but the impact and severity can change based on many factors including: age, amount of preparation prior to the event, amount of damage done, duration of the trauma, death and devastation witnessed, and the degree of responsibility the person feels. The rates of PTSD are much higher with those individuals who have had previous exposures to adverse life events.

The symptoms of PTSD usually begin within 4 weeks of the incident, and some people may recover within 3-6 months. If it lasts longer than 6 months, it becomes a chronic PTSD. In some cases, symptoms may not be evident for years, or they may come and go over time. One area of symptoms includes the intrusive symptoms. This is the brain's way of forcing a person who has experienced trauma to work through the event. Nightmares, unwanted memories of the past, emotions coming up without memories, and dissociative flashbacks can be present. Avoidance symptoms are another area in which the person seeks to avoid all reminders of the trauma. A stress-induced amnesia is the brain's way of avoiding situations that will cause feelings to well up.

A person suffering from PTSD may feel an increased arousal or hyperarousal which is the exaggerated startle response. This is the body's way to help a person to be physically and emotionally ready to fight or flee a crisis.

PTSD may cause a person

to have difficulty with participating in activities that provide pleasure, there may be an inability to plan for the future (too busy surviving in the present), and difficulty with work, school, and home lives.

Associated features that are not directly related to the PTSD, but can occur afterwards may include alcohol and drug use and poor impulse control. Treatment for PTSD can be highly effective and may include medication for anxiety or depression, verbal therapy including a cognitive behavioral approach, and EMDR (Eye movement-desensitization and reprocessing have also shown improvements in symptoms.)

PTSD is an anxiety disorder that can have devastating affects on millions of men, women, and children worldwide. Its symptoms can be complex and difficult to diagnose. Fortunately, thanks to programs like the Triumph Trans-American Charity Drive, money, resources, and awareness are being raised to assist those who suffer from Post Traumatic Stress Disorder.

Information was gathered from:

National Institute for Mental Health website, US government, 2008

National Center for PTSD website, US government, 2008

The PTSD Workbook by Mary Beth Williams, Soili Poijula, 2002

Diagnostic and Statistical Manual of Mental Disorders, DSM-IV, American Psychiatric Association, 1994



SUSSEX 2008



TEXT BY KIM JENSEN
GRAPHICS BY PETER CONOVER
AND THE AUTHOR

Although previous rainfalls and flooding had besieged parts of southern Wisconsin, the British Car Field Day in Sussex was exempt from such nasty weather on Sunday, June 15. The day was sunny and warm with a pleasant breeze to keep us all cool (and the frosty beverages didn't hurt either!)



Boy Toy & I ventured northward on Saturday to meet our son, Brent, and attend a Brewers-Twins game on Saturday night. From our hotel Sunday morning, it was a short drive to Sussex where we pulled next to the only other Spitfire there (it was early), staying clear of the "bowl" which was filled with water and then some! Soon afterwards, other faithful ISOA members joined us: Kim Casper (who didn't have far to travel), Jack Billimack, Peter Conover, Bobby & Annie Lathrop, Jeff & Julie Lathrop (in a non-Triumph support vehicle), Frank Cartwright and Mark Moore (a.k.a. Steve Yott – you'll have to ask him to explain).



There was a nice assortment of British iron...more Mini Coopers and Healys than I've seen before at this show, an abundance of MGs, a handful of Jags, plus our lovely Triumphs. There were no vendors present, but we were entertained in the afternoon by a Beatles tribute band, "The Lonely Hearts" (nothing near the musicianship of our own Spinal Tappets of course!)



I'm proud to say that Miss Elizabeth (one of the prettiest Spitfires that happens to run like c**p) received 1st place in her class (and by then there were more than two of us!) After trophies were awarded by 2:30 or so, most folks fired up for the trek back to the flatland.



The Sussex show is lways a very nice, relaxing event and one we enjoy attending. it's a great way to enjoy Father's Day too...looking at and talking about our favorite cars in a pretty location.

Lower Wacker

SHOE BY CHRIS CASSATT AND GARY BROOKINS



VINTAGE TRIUMPH REGISTER



800 NORTH AMERICAN TRIUMPH CHALLENGE

Ypsilanti, Michigan
August 5-8, 2008

"The Spinal Tappets"
Farewell Tour

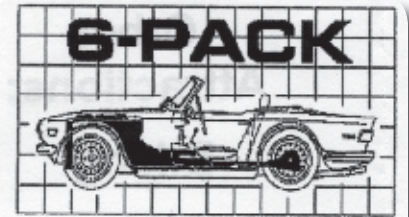


British Car Festival

22nd Annual!

September 7th, 2008 • 9:00am to 3:00pm
Registration 9:00AM to 12:30PM
Awards at 3:00PM
Moraine Valley Community College, Palos Hills, Illinois
www.britishcarunion.com

Come Experience the British Motoring Technology of Yesterday and Today.



TRIALS
2008

Townsend, TN

Sept. 11, 12, 13
2008

ISOA Campout July 11-13
Apple River Canyon State Park

[Alternate accommodations; Country Inns & Suites Stockton, IL (815-947-6060) approximately 8 miles from campground.]

Friday, July 11th:

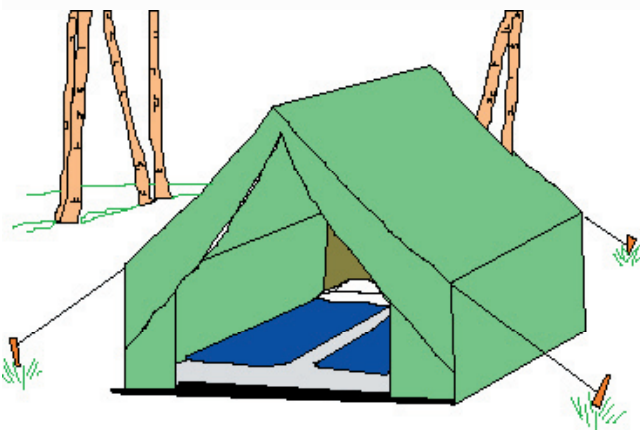
Caravan from the intersection of route 64 & 47 leaving at noon. From there, it is about 2 hours 15 minutes to the campground. [For those unable to drive up on Friday, you can join the group on Saturday morning. Plan to arrive by 10:30 am.]

Saturday, July 12th: Tour into Galena

Sunday July, 13th: Tour #2.

One note of caution: the roads are quite hilly and curvey and very exciting to drive on!! Good brakes & a good transmission are recommended!!

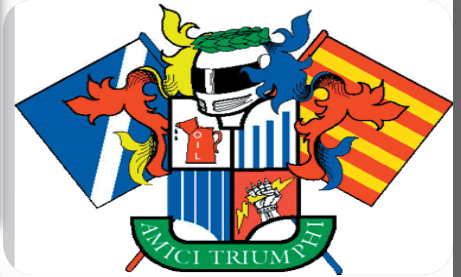
Contact Bob Crowlry [630/849-9240 or email tcrow94699@AOL.com] for additional information





2008 White Trash Night Aug.22

KASTNER CUP



It's like a planetary alignment for Triumph fans, only way cooler, since you can actually see it: Hundreds of historic Triumphs from around the globe are converging on Watkins Glen, NY, September 3-7 for the Kastner Cup Vintage Race, presented by *Classic Motorsports* magazine and Moss Motors.

Among the luminaries will be the famed Group 44 factory race cars, the first production Triumph sports car, and — of course — Kas Kastner, the legendary Triumph tuner, racer and head of the North American Triumph Competition Department.

It's all part of the Sportscar Vintage Racing Association's U.S. Vintage Grand Prix — the largest vintage race weekend in the East. Kastner will present the Kastner Cup to the racer who best embodies the spirit of the marque and the event for the award. He'll also be on hand to assist racers and talk to fans of the marque.

TS01, a 1953 TR2 that holds the distinction of being the first production Triumph sports car off the line, will also be there. Joe Richards, who painstakingly restored TSO1 to its historic original specs, will be honored by Friends of Triumph, the North America-based group of Triumph racers and race fans.

Triumph enthusiasts and racers will also be welcomed into the Friends Of Triumph Hospitality Tent and into the town of Watkins Glen. The downtown merchants association of Watkins Glen is organizing a street festival with Triumph as the featured marque, and racers will be allowed to run the old street circuit through the town.

For more information on this amazing weekend of vintage and historic racing go to ClassicMotorsports.net/kastner-cup or contact Tim Baxter at baxter@classicmotorsports.net.



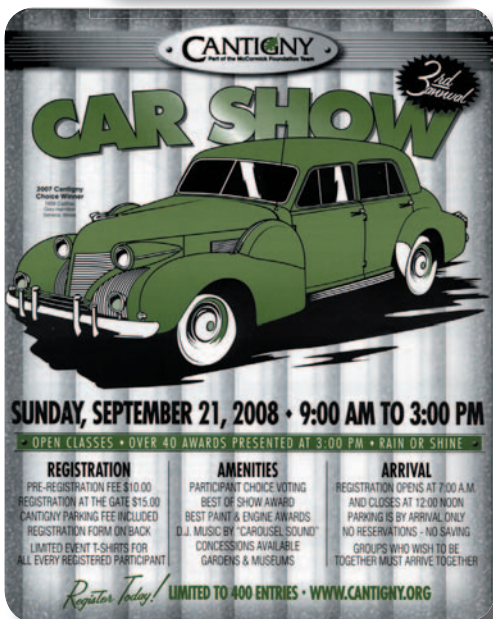
August 15



Sept. 27-8



August 9-10

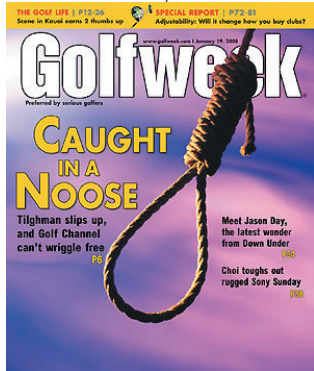


August 3rd



Dear Editurd-
I read in your publication that your organization is holding a golf outing. I am an experienced editor in the field of golf

journalism, and I thought I might offer my services to you in helping you cover this event. May I suggest a catchy or controversial graphic, something sure to catch the eye of the reader. that might



kindle some discussion. My last issue of *Golf Week* had just such a graphic, and it certainly created quite a stir in the

publishing world. If you would like any other suggestion, please feel free to contact me any time, as I am currently "between positions."

Dave Seanor

Dear Dave,

Regretably, we had to cancel our 2008 golf outing. While we appreciate your kind offer to assist in an area, we readily admit is not our strong suit, [i.e. golf] SNIC BRAAAP would never resort to such tawdry tactics as to make light of controversial events. So while we would gladly turn over the coverage of the ISOA open to someone with experience in birdies and mashies, we'll keep this one "in-house."

ED

Yo!

My peep's sayin' they's a bunch you fools lookin' to come to MoTown in July. Don't be thinkin' y'all can come up here an' get away wif none of that messin' goes down in Chi-Town. We runnin' a clean town here in Deetroit an' we ain't 'bout to put wif no shit from no gang outa the Windy City. Ya'll don't be wearin' no gang colors 'round here an' don't be bringin' no guns an' shit into my town.

So, if ya'll excuse me, something jes came up, an' I gotta go get some stuff straightened out wit my secretary. Like I said, ya'll welcome to come to my town for yer convention, but don't be tryin' to start no trouble 'roun' here.

The Honorable Kwame Kilpatrick



Mayor

Your Honor [?].

Please be advised that the good people from ISOA who plan to visit your fair community this year have no intention of creating any disturbance in the Motor City. In fact, many of our group will probably not venture out of their rooms after dark in deference to your caution. We will also make mention to our group that the wearing of any "gang" apparel to your city will be frowned upon. Thanks for the warning and for the kind invitation to enjoy the sights and sounds of your city.

PS. Just in case you are "indisposed" by the time we arrive, who is second in command in your municipal government?



Dear Editurd,

Following the publication of my letter in the June issue of Snik Barf, I have received an outpouring of generous offers to contribute to the proposed "Spindle de Triomphe." Barb Billimack, Carol Streepy, Mary Jo Holekamp, to name but a few, have all offered cars to be incorporated into this artistic magnum opus. There was even a guy from Slver Lake WI who offered to have his oil cooler mounted on the peak of the statu-ary as a piece de resistance.

MF, Crystal Lake

Dear Silo,

As you are in the process of finding out, the good people of ISOA and their significant others are a most generous group. As your your letter bears witness, their philanthropy knows no bounds. Good luck in your continued efforts to beautify Chicagoland.

We have recently received word from the Kreissl family, who have organized the Lake Geneva Poker Classic Car Rally for 30 years and raised countless dollars for cancer research, that they have decided to discontinue the event.



JUNE 2008 MEETING NOTES



A near capacity crowd of more than 60 ISOers jammed the Elmhurst version of the Cavern Club [AKA Mack's Golden Pheasant] on Sunday evening,

June 1st, to attend the monthly meeting of the Illinois Sports Owner's Association. Mark "Guzzler" Moore called things to order a little past seven and asked if there were any guests or first time members in attendance. First nighters included Sandy and Bob Denninger of Elmhurst ['76 Spitfire]. Don Shelton brought a friend visiting from California, Bob Prieve, who is the original owner of a 1960 TR3A, which he has driven more than 180,000 miles from new. Bob spoke to the group about his car and offered a Southern California Triumph hat to be included in our monthly raffle.

The first order of business was an update on various projects. Peter "Maestro" Conover mentioned that his Aston Martin was currently in Oak Park awaiting the hanging of suspension parts before returning to Mark Baker's restoration shop. Mark Moore informed us that his TR6 was now in primer and Steve Yott facetiously added that he expected the car to be done by the end of the week. Joe "Stagmeister" Pawlak described the current status of the TTA Stag. He anticipated one more work session of body prep before the car will get its first coat of paint, hopefully by the time you receive this issue of SNIC BRAAAPP.

We then moved to a recap of recent events. I summarized the May Breakfast Run organized by Doug Larson and the outing to Elkhart Lake for the SVRA races at Road America. Joe Kaplon then spoke about the car show in Champaign before giving way to Jack "Spuds" Billimack who discussed numerous activities on tap for the summer. Among other things, he touched on TRA, the Wisconsin British

Car Field Day, the Drive-In Movie Night, the summer campout, the British Boots & Bonnets show, and the VTR convention. Joe Pawlak outlined a planned itinerary with scheduled departure on Sunday, that will follow a leisurely pace through some Michigan back roads before arriving at Ypsilanti on Tuesday. Bruce Barnett spoke of the planned golf outing [since cancelled], but indicated that the status of the activity was in jeopardy due to a low turnout. Jack also spoke about the annual "White TRash Night" at Sycamore Speedway in August and the BCU car show in September.

After a break, it was time for nominations for the ever-popular Boomer and Peter M. Roberts nominations. Mark "TR Elvis" Costello was nominated by Mark "Silo" Fisher for going to a TTA work detail when there was none scheduled, and your humble and obedient scribe received a mention for leaving his new prescription sunglasses on the firewall of his TR6, and driving from Soldier Field to Bartlett and then to Mack's before retrieving them. In a very close contest, the bent wheel went to Mark.

There were several deserving Peter M. Roberts nominations this month. I nominated Mike "Toofus" Mueller for welding a differential cross-member in my TR6; Sheri Pyle placed her husband's name in contention for getting their TR3 back on the road after a lengthy hiatus, Roman Hrynewycz gave a nomination to Frank Cartwright for lending him a rear hub in order to make the trip to Elkhart, Mike Mueller nominated Wally O'Brien for donating a new TR6 top to his restoration project, and Jerry Hurst nominated Doug Larson for organizing the breakfast Run. There was a tie between Mike and Doug, so they got a beer with two straws for their efforts.

Don Shelton won the raffle, and I won the cap from the southern California club. Things broke up just after nine. Begging your continued forbearance for any errors or omissions, I remain, your humble and obedient scribe.



2008 ISOA

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Suds



Classified Ads: The Illinois Sports Owners Association newsletter will accept classified advertisements from members who wish to buy or sell Triumph cars, parts or miscellaneous related material. We will run ads, at no charge, for club members for ninety days. We also accept ads from non-ISOA private individuals who have cars, parts or related items that we deem of possible interest to our membership on a case-by-case basis. We do NOT accept advertising from commercial enterprises – even if those businesses are owned or operated by club members. If a Triumph related business hosts an event which we feel might be of interest to our membership, we will inform our readership of this occurrence, but this newsletter, its editors, and the board of directors do not endorse, recommend, or otherwise support, implicitly or explicitly, any commercial entity doing business in the Triumph-related domain.

•For Sale: 1974 TR 6. Clean, healthy runner. Approx. 15K on engine (total 80K); overdrive; roll-bar; a number of modest handling and performance modifications; many extras, including never used original factory tonneau cover (\$600+for aftermarket offerings). \$15,000. Bill Ruetsche 847-719-2386 - bfr5@comcast.net [5/08]

•For Sale: Miscellaneous TR3 parts including TR3A non overdrive transmission, generator, starter, steering wheel, intake manifold, various intake and carburetor parts, various front end suspension and steering parts, valve cover and some engine parts Email Will Howard at howardwill@msn.com [5/08]

•Wanted: Triumph photos for annual ISOA calendar. Submit a color, high resolution digital graphic to Joe Pawlak, [stagfire@elnet.com] ASAP. If your picture is selected, you will receive a free 2009 ISOA calendar.

•For Sale: TR3 rear end \$5.00 - IRS Tube shock conversion kit - like new. \$100.00 Bob Streepy 630/372-7565 trstreepy@sbcglobal.net [7/08]

Happy Birthday

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

- | | |
|-----------------------|--------------------|
| Dan Jungels 7/02 | Mark Moore 7/20 |
| Marcia Hostetler 7/04 | Joan Delap 7/21 |
| Joan Bruskin 7/05 | Wayne Sieloff 7/22 |
| Gail O'Brien 7/07 | Dave Stevens 7/23 |
| Diana Briegel 7/14 | Philip Fox 7/24 |
| Steve Bailey 7/19 | EJ Zinnecker 7/30 |

Sneak Preview SNIC BRAAAPP

Coming in your August newsletter

- ISOA Club Campout
- Dave Kanzler writes about "Selling on eBay".
- Boots & Bonnets
- Drive-In Movie Night

Lots of other stuff
On sale at better newstands July 29th

MEMBERSHIP COUNTS
Memberships - 147
Members - 213

SHOE





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

ONLINE ROSTER ACCESS INFO

SNIC

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Bartlett, IL 60103*

BRAAAPP

THE REAR VIEW MIRROR

JULY 2008



*JOE KAPLON 'S 1958 TR3A TAKEN AT 2008 TRA NATIONAL MEET
AT THE ENTRANCE TO SAWMILL CREEK RESORT*