



SNIC BRAAAPP

AUGUST 2008

Vol. IX Issue No. 433, \$3.95 newsstand price
"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



DRIVE IN MOVIE NIGHT

TEXT BY BOB "SUDS" STREEPY PHOTOS BY THE AUTHOR OR AS CREDITED



ON FRIDAY, JUNE 27TH, A GROUP OF THIRTY OR SO ISOAERS laughed in the face of the meteorologists to take part in the annual Drive-In movie night at the iconic Cascade Drive-In in West Chicago. Despite forecasts of apocalyptic storms, which actually did hit some of the surrounding areas, the skies cleared just as the first moviegoers arrived at Augustino's Rock and Roll Deli [Motto: feed your inner rock star]. The eatery has a display of Rock and Roll memorabilia that includes guitars autographed by the Eagles, Grateful Dead, and Led Zeplin, to name but a few, and other kinds of ephemera that makes lingering quite pleasant for anyone with an appreciation for popular music, although, truth be told, [as we always



do on the pages of the birdcage liner], there were no Spinal Tap-pets artifacts on display, unless you consider the presence of the bass player. After an hour or so of enjoying some sustenance at the restaurant, it was off on the one-mile trek to one of the last vestiges of 50's pop culture, the venerable Cascade.

The featured films on this evening were *Kung Fu Panda* and *Get Smart*, but the cinematic quality of the films was secondary to the time warp experience of parking under the stars in vintage sports cars in the company of friends.



Photo by Lauren Sloniger

INSIDE YOUR AUGUST SNIC BRAAAPP

- Con "TR" ibutions from *Across the Pond*
- Boots & Bonnets
- S TTA G Update
- Buying & Selling a Car on eBay
- Summer Campout
- TR Classic Graphics
- "Classic" fieds

Lots More Stuff



VINTAGE WHEELS & WINGS CAR SHOW

TEXT & GRAPHICS BY
BOB "SUDS" STREEPY

On an absolutely drop dead gorgeous July day, more than two hundred cars attended the annual Boots & Bonnets car show at the Poplar Grove Airport just north of Belvedere. Among those in attendance were many members of the Illinois Sports Owners Association. Six in particular caravanned from Snic Braaapp Towers Sunday morning, including, Mike "Toofus" Mueller [TR6], Jay "Cannonball" Holekamp [TR4], Roman "Jr." Hrynewycz [TR6], Frank Cartwright [TR7], Peter "Maestro" Conover [TR XJ6], and your humble and obedient scribe in Casper [not the world's nicest TR3, just the most expensive]. Our little troupe stopped for breakfast in Garden Prairie before rolling onto the show field a little after ten. By the time we arrived, there were already more cars than in any past year, although, as many of you probably know, this year the

show was open to all types of vehicles. There were not just British cars registered but also muscle cars, antiques, and street rods along with an eclectic assortment of special interest rides. In this reporter's opinion, which is the only that matters to me, the cross pollination improved the show by providing more motoring eye candy than in past years.

The delightful weather, [temps in the mid 70s and clear skies] also helped make the event one of the more enjoyable in recent memory. [Bear in mind that mid July in the heartland in a virtual cornfield can be a tad toasty, as has been the case on more than one occasion for this event.]

Upon arrival, we parked near the Silver Lake Mafia of Steve Yott [TR4A] Jim Doering [TR4A], and Murray Bruskin [TR3A], along with club president Mark "Guzzler" Moore [TR4A], and so we set up a designated ISOA meeting [i.e. bsing] point. Toofus and I strolled the grounds and also visited the museum [which housed the only public necessary facilities] located on site. It featured aeronautical artifacts including antique planes, along with a couple of vintage cars and even a 1942 Harley. We also visited

the old one car dealership that had been rebuilt on the grounds. It alone is worth the trip. In addition, there is a restored filling station, circa 1930 on the grounds, too. We also stopped by the vendor's area and were pleased to run into long time ISOA members, Jake and Donna Jacquet, who had set up shop next to the Rockford Ladies Roller Derby Team.

While looking at cars, we saw Ken Briegels's pristine TR3A and visited with Ed Mitchell, who was there from Lanark in his Morgan. We also had a chance to visit with Jerry and Sandy Hurst, who had driven their TR6 to the show. Later, we were joined by Jack and Barb Billimack in their TR6 and Tim and Sheila Mantel, also in a TR6. They arrived a little later after spending the weekend at the club summer campout in the Galena area. By this time, the hour was growing late, so we rounded up our little caravan and headed back to our respective residences but not before idling away four or five hours on a delightful Sunday late morning/early afternoon with good friends and neat cars.

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
Aug.	3rd	Sun.		Transportation Extravaganza, IL Railway Museum, Union, IL
	3rd	Sun.		Meadowbrook Car Show, near Detroit, MI
	5-8	Tue.-Fri.		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]
	17th	Sun.		Orphan Auto Picnic, Aurora, IL
	22nd	Fri.		White Trash Night, Sycamore Speedway
31st	Sun.		Milk Pail Car Show, East Dundee	
Sept.**	7th	Sun.		22nd British Car Union Festival - Morrairie Valley Community College
	3-7	Wed.-Sun.		Friends of Triumph Kastner Cup Vintage Race at Watkins Glen, NY
	13-4	Sat.-Sun.		50th Aniversary Celebration at Meadowdale Racetrack
	11-13	Th.-Sat..		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	Sat.-Sun.		Fall Colour Tour & Campout, Kansasville, WI
Nov.	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.		Clinic
Dec.	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]

*Not the 1st Sunday
** No Meeting this month!

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 VIEWS
FROM THE BUSTED KNUCKLE GARAGE

By the time you take delivery of this month's issue of SNIC BARF, many of our beloved readers, perhaps as many as all three of them, will be making their way to the Motor City, or at least to its environs, to join in the annual Triumph rendezvous known and loved throughout North America as the VTR National Convention. [Actually, at least for this year, the event is being referred to by its original designation – The North American Triumph Challenge.] ISOA along with the Detroit Club actually put together the very first NATC back in the 1970's, and this is the first time in over thirty years that the NATC is being held back in MoTown. As many of us who were involved in the 1995 and 2005 conventions well know, putting on a national convention is a daunting task, and I suspect that there is a considerable amount of eleventh-hour scurrying taking place in Ypsilanti as of this writing.

One of the highlights of this year's convention will be a performance at the welcome reception by ISOA's own house band, The Spinal Tappets. The boys in the band have been rehearsing for quite some time in preparation for this gig, and I know that I am not alone in looking forward with great anticipation to hearing some of the new, as well as the old, material that they have worked up for the show. [Ed note: I've heard the new CD and it's awesome!!]

Due to the timing of the convention, this month's meeting will be held at Mac's on August 10th rather than the customary first Sunday, which falls on the 3rd. The rationale for the change was that quite a few members plan to leave on Sunday, the 3rd, in order to take a scenic tour of western MI on their way to Ypsilanti, site of the convention. Also, by the time the meeting takes place, we should all have returned, hopefully, from Wolverine country, and there should be more than enough stories to entertain the crowd at this month's meeting. [Stay tuned for a feature article on the event in your September newsletter]

While on the subject of meetings, don't forget that we will not meet in September. [Also, please note that the picnic that was discussed to take the place of the meeting has been canceled]. There is also often a conflict with BCU on that date, so we have chosen to skip the September meeting.

Speaking of BCU, if you plan to attend, remember to block out some time to help with the ballot counting. This is a responsibility that ISOA has been given, primarily because our club has the man [and woman] power to carry out this

task quickly and efficiently. Besides, it's the only time that you might have to enjoy some air-conditioning, usually a plus given the average temperatures in early September. We also will need some members to hang around our club tent during the day. BCU is probably our biggest recruiting event of the year, and it always helps to have lots of members present at the club tent/EZ-up.

I'd also like to take a moment to thank Bruce Barnet for organizing the ill-fated golf outing. Bruce went to considerable effort, based on a show of hands at the March meeting, to contact officials from the Addison Park District about reserving a space for two dozen or so ISOA members who had indicated that they wanted to participate in a club golf outing. Bruce also spoke at several meetings to encourage members to attend the activity, but when the deadline arrived, only a few of the people showed up. Many of us know all too well what it's like to work on a project, after receiving the go-ahead from the group involved, only to have the undertaking scuttled because the same people who were all for it decide to pass at the last minute. This is the second time we have had this happen in recent years, [We had a bowling party in Hampshire a few years back at which we failed to produce the necessary numbers, despite lots of talk from people about attending.] It appears that in the future, we will have to collect the funds up front for any more such activities.

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. Batteries not included

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

SNIC BRAAAPP is published monthly by: [VIDataPrint LLC](http://VIDataPrint.com) - 847/683-9683



MOORE ON THE MARQUE
BY MARK "GUZZLER" MOORE



Well, it's August, the heart of car show season. By the time this copy of SNIC BRAAAPP hits your mailbox, many of you will be only a few days away from heading off to the national convention in Michigan. I attended the Wings and Wheels show at the Poplar Grove Airport (sure to be covered elsewhere in this fine publication) just today. Car shows are a great part of our hobby. They provide us with a chance to check out cars similar to ours and find out what types of modifications other owners are making. [Today the Miata seats with new leather covers in Gizmo's TR6 were a big hit] It also lets us check out other makes and models and appreciate the rolling art work that is the automobile.

The show today was quite different than most I attend. It was open

to all marks, but was still heavily British in nature. Another difference was the 70 trophies that were on display and presented to the various winners. Maybe large trophies are the norm in the hot rod world, but to me they seem a little over the top. I like plaques better. Anyway, the sight of all those trophies got me thinking about why I go to car shows, and trophies aren't it.

Don't get me wrong, I appreciate it when I win something. It's a nice keepsake, especially at the national shows where it reminds me of a particular show and trip. My TR4 is nice enough that it has taken home a few awards, but they're just icing on the cake. The real fun is just driving to the show and participating. Heck, most of the time I travel to the show with someone in my class with a nicer car. Whether it is Steve Yott's TR4A, Jay Holekamp's TR4, Ken Crowley's TR250, or, until this year, Tim Smith's TR250, I usually show up with the toughest competition in my class. Maybe if these guys weren't there I might win more awards, but the shows wouldn't be as much fun. The people make the show as much as the cars. The award only means you had the nicest (or more people liked the color) car there that day anyway. There is always a nicer one tucked away somewhere owned by

someone who is afraid to drive it (might get dirty) or just doesn't like car shows. (Maybe the owner doesn't want to consort with the likes of Triumph owners.)

Today, like at most shows, I spotted a nice looking TR6 parked outside the show area. I know some people are intimidated and feel their car isn't a "show car," but that's really not a good reason not to participate. The fun's inside the show. Sure, you can walk around see cars and talk to people without having a car in the show, but trust me, it's more fun to be a part of it. I drove my TR6 to many car shows when it was far from a show car. I always had a great time anyway, and most of the time it wasn't the worst looking car in the show. Even if it were the worst looking car in the show, I drove it there. In my opinion, that "one ups" the guy with a better car at home in the garage or even sitting in the parking lot afraid to bring it in.

There is plenty of driving season left and plenty of car shows left on the calender. Get out and have some fun. Even if you don't have a "show car," you can enjoy a car show. Heck, rat rods are a whole class of hot rods devoted to looking worn and ugly. Maybe we can start a rat sports category. Anyway, it's better to be the king of the road than a trailer queen any day 'Til Next Time.

Guzzler

<i>ISOA TECHNICAL EXSPURTS</i>		TR7	Phil "Factor" Fox 630/662 7721	Stag	Joe "Stagmeister" Pawlak 847/683-9683
TR3	Bill "Whizmo" Pyle 630/773 4806	TR8	Tim "Tool Man" Buja 815/332 3119	Machinist	Bob "Opera Man" Crowley 630/355 2170
TR4	Pat "PowerBuldge" Lobdell 219/942 1263	Spitfire - [Early]	Joe "Stagmeister" Pawlak 847/683-9683	KeyMaster	Bob "Senile" Donile 630/837 3721
TR4A/ 250	Steve "Drippy" Yott 262/997-0701	Spitfire - [Late]	Bill "Mr. Bill" Jensen 815/729-9731	Electrical Paint, Body,	Joe "Stagmeister" Pawlak 847/683-9683
TR6 (Early)	Jeff "Stalker" Rust 815/874 5623	GT6	Dave "Snake" Shedor 847/9375078		
TR6 (Late)	Irv "Elwood" Korey 847/831 2809				



THE STORY OF THE 'EMM OH TEE'



BY TONY BEADLE,
ISOA INTERNATIONAL BUREAU CHIEF &
SENIOR SNIC BRAAAPP CORRESPONDENT

There is a fairly well-known female presenter of an early morning show on a national radio station over here who rather haughtily responds "I don't do requests" whenever a listener has the temerity to ask for a particular piece of music. Your UK correspondent has no such qualms however, so when the editor of this august publication 'requested' that I explain the background to our annual vehicle inspection procedure – universally referred to as the 'M-O-T' in this country – I was more than happy to oblige.

To begin with, it should be explained that the initials 'M', 'O' and 'T' relate to the government department originally responsible for introducing the yearly examination, the long defunct Ministry of Transport. Therefore, to be grammatically correct, the initials should always appear as 'MoT'. Also, calling the document issued when a vehicle passes its inspection an 'MoT' is plainly nonsense because the three letters on their own can mean only one thing. But, as we all know, logic doesn't always apply to the way that certain words and phrases enter the English language and become accepted as part of everyday speech.

Nowadays the branch of British bureaucracy that monitors the annual car inspection process is called the Vehicle

& Operator Services Agency (VOSA) which is described on official paperwork as 'An executive agency of the Department for Transport'. Bizarrely, this identical description appears on documents issued by the Driver and Vehicle Licensing Agency (DVLA) such as the Registration Certificate – designated as document number V5C by the red tape brigade, and

commonly called the 'Log Book' by everyone (to be explained another time perhaps). Even more bizarrely, the document issued on behalf of VOSA when a car passes its inspection has 'MOT Test Certificate' printed at the top.

When it was introduced on 12th September 1960, the Ministry of Transport's annual Roadworthiness Test (its 'proper' name) applied to cars that were ten years old, i.e. all those built before September 1950. In its early form the test was a fairly rudimentary process and concentrated mainly on the braking, lighting and steering systems, with an inspector required to check the brakes by driving along a public road and stamping on the pedal!

The system was also open to abuse and knowing which garages were prepared to be a bit lenient soon became an important part of owning an old car in those days. Your correspondent became very friendly with one such mechanic and the trick was to make an appointment for a test very early on a Saturday morning so that a cursory examination could be carried out and the paperwork completed before his boss arrived! Sadly, he later got caught writing out certificates for vehicles that he had never even seen, let alone tested, and I was forced to go elsewhere.

In April 1967 the age of vehicles subject to an MoT Test was reduced to three years, which is what it still is today. And, as the years have passed, the list of items that have to be checked has grown

considerably – with tyre (sorry, tire) condition, corrosion in structural components and bodywork, cracks in the windscreen (sorry, windshield), wipers, seat belts, etc, etc, being included – exhaust emissions is one of the more recent additions and braking efficiency is now verified on a rolling road inside the workshop.

Anything that the inspector deems might be a danger to other road users or pedestrians can also be the cause of a failure – even something as minor as a broken door-mounted rear view mirror or a piece of slightly damaged bodywork, for example. But, as I was advised a couple of months ago, a split in my car's (a non-Triumph, I hasten to add) plastic bumper would be perfectly OK provided I put some racers tape over it. How crazy is that?

The really curious aspect of a yearly, so-called 'safety' test is the fact that car technology has made such tremendous advances since the Sixties and this renders a lot of the MoT Test irrelevant in the 21st century. These improvements are made abundantly obvious by the latest Kia model being advertised on British television. The Korean manufacturer is offering a 7-year or 100,000 mile warranty on the new car, a guarantee that no automaker in the 1960s would have dreamed possible.

An important fact revealed by official statistics is that fewer than 5% of road accidents are caused by mechanical failure, the vast majority being due to driver error. Also, the number of classic vehicles (i.e. those over 30 years old) in use is only around 1% of the total amount of cars in the UK. I once suggested to a VOSA spokesman at a classic vehicle club conference that, this being the case, there was surely a good case for dropping the MoT Test altogether and concentrating the agency's resources on driver education. Naturally enough, as a civil servant with his future career depending on things staying much as they were, he didn't agree with my ideas!

On the other hand, it has to be admitted that these technical improvements and extended warranties have



created a modern generation of motorists which has no concept of preventative maintenance. This is especially true with company cars, especially those that are leased. Unless a dashboard warning light comes on drivers these days do not think to check the oil level and this lack of care and attention applies to just about every other aspect of the vehicle. Tyres (sorry, tires) only get checked at the annual MoT Test, as do the brake pads and so on.

Just over year ago we had the introduction of a computerised MoT Test, with each garage linked to a central government system. Of course, this move initially created no end of problems, particularly for owners of unusual or rare cars that hadn't been included on the official database. Thankfully, the bugs seem to have been worked out of the system and it appears to be functioning reasonably well. The downside from my point of view is that all our vehicle records are now stored on a government computer somewhere (this also includes details of your insurance policy and annual road tax payment) which is yet another example of officialdom intruding into my private affairs.

The idea of keeping these huge, centralised records is of dubious benefit anyway because those drivers who don't bother to insure their cars are not likely to get them MoT tested or pay road tax, so they will not figure on the computer in the first place!

As far as I am aware, the policy on annual vehicle inspections varies from state to state in the USA, with some states not bothering to check cars at all. But whether you regard such a test as an irrelevance or merely an inconvenience, we can all be



thankful that we don't live in New Zealand where old cars have to go through a Warrant of Fitness (known as WOF) check every six months!

Copyright © May 2008 Tony Beadle



Dear Editor,

It's been a while since I updated you on the Invincible II project. In order to make room and funds for the Lotus build, I sold my Blue Spitfire to my cousin, Dick. As a welcome gift, please find attached a check from LA & I for his first year's dues in ISOA.

I'll send some photos of the Lotus soon. The driveline is complete from the radiator to the rear wheels. The fuel system and brake system are installed, and the wiring is complete.



Now, I need to figure out a seating system that will allow either me, or my lovely bride to drive it. I

also need to fabricate alternator mounts, and re-engineer the front cover/pulley system to incorporate an electric water pump.

Then, it will finally be time to tackle the bodywork. Of course, the cash and space created by the sale of the Triumph left a huge vacuum in the garage, especially because the Lotus is at a local shop having a drive-shaft fabricated).



So, I bought another Triumph. This one has 3 cylinders (by design). It is a 1996 Triumph Trophy 900 cc motorcycle, which was disassembled for maintenance then left for 5-6 years. I have cleaned it up, inventoried the various cardboard boxes, and begun restoration.

No rest for the truly wicked.....
Mark Fisher

Dear Silo,

Congratulations on acquiring another Triumph. We are most envious of your "new arrival." Having spent some time in the saddle of a British bike, [1944 BSA M-22] back in our salad days, we would offer up a few words of wisdom regarding your recent acquisition: always remember to carry your AAA card and cell phone, and make sure you've properly filled out the organ donor card on the reverse of your driver's license.

Ed



Pictured above: Spinal Tappets Harp player practicing for the Isle of Mann Enduro on his new ride.



ISOA SUMMER CAMPOUT '08.

TEXT AND GRAPHICS BY



A COUPLE REGULAR JOES
[I.E. KAPLON & PAWLAK]

The official ISOA summer campout weekend was a great mix of beautiful country road driving, local history, rustic camping, and as always, time spent with good friends. Bob Crowley and Mary planned a full weekend of fun, starting on Friday afternoon with a driving caravan to Apple River Canyon State Park. The group left the northwest suburbs with Bob and Mary driving the supply vehicle (Miata), followed by Jack and Barb Billimack (TR6), Joe and Kathy Pawlak (Spitfire), Tom and Pat Morgan (TR6) and Chuck Montague (Spitfire). Tim and Sheila Mantel (TR6) joined the group a little later at Apple River State



Park campground. The campground was just perfect with plenty of trees and very clean camp sites. The early birds had already set up camp and were sitting around the camp "candle" by time the late arrivals showed up. Friday night was designated as a BYOF (Bring Your Own Food). Mary and Bob had a fire and small grill set up for everyone to cook their evening meal. This worked out great as it

relieved some of the pressures for cooking equipment space in our "spacious" Triumphs.

After supper and clean up, we returned to the campfire for some lively conversation and to harass Tom Morgan about getting a speck of dirt on his tires. After a few hours consuming some adult beverages, we helped Bob unload his 8 inch Newtonian reflector with a German motorized equatorial mount that he built (telescope in layman terms). We were able to get a few looks at the moon and some double stars before clouds started rolling in.



Unfortunately, we didn't have time to see the real cool stuff. The fun broke up with the Morgans and Billimacks heading to their motel, and the rest of us retiring to our small nylon shelters. The forecast called a 50% chance of t-storms. At about 1:00 the thunder started, and about 1:30 the first raindrops pelted the hardy campers. The storm was pretty intense for awhile, but the tent dwellers were buffered from the rain and wind by the excellent camp sites which were sheltered by trees. Saturday morning we emerged dry and ready for a pancake and sausage breakfast prepared by hosts Mary & Bob.

The Billimacks and Morgans returned to the campsite just after breakfast and were soon followed by Sheila and Tim Mantel (TR6). The first segment of the tour that morning would take us to Elizabeth, Illinois to visit the Apple Canyon Fort. Here we met up with Emily and Joe Kaplon (Spitfire).

Emily and Joe couldn't get away on Friday but got an early start on

Saturday morning. Heavy storms in the Chicago area forced them to delay leaving until 8:00 AM. About 30 miles from Galena, Emily suggested they turn on the CB radio on the off chance they might hear the others ISOAers on channel 12. Joe turned on the radio and called out "ISOA, ISOA come in, over." Wouldn't you know it, he heard back, "Is that the Kaplons?" They were all heading into the town of Elizabeth from different directions at the same time! The group met at a historic pioneer fort and museum to see what life was like back in the frontier days. The caravan (now 7 cars) continued on to the historic town of Galena. They spent a lovely afternoon walking the Main Street and visiting unique shops. The group then headed out of Galena on the Stagecoach Trail, a scenic 2 lane highway to the town of Lena for dinner and the required ice cream stop.

On Sunday morning, the weather was perfect and the roads empty. Bob lead the group on a spirited 45 min. drive to the town of Elizabeth for breakfast. (Let's hope that Kaplon's new Monza exhaust didn't disturb too many cows.) After breakfast the campers finished packing up, then the three remaining Spitfires, in a three-car squadron, set a heading due east towards home, logging in another Triumphant weekend. Big thanks to Bob and Mary for organizing!

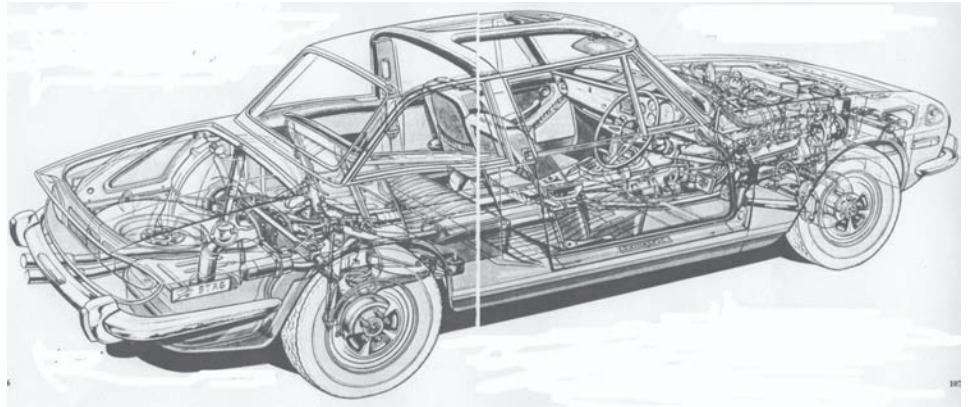


PS Please note that the TR6 owners stayed in motels and the Spitfire & Miata owners actually camped during the ISOA Summer '08 Campout.

*Stagmeister &
Jelly Bean*



S T T A G UPDATE
 TEXT AND GRAPHICS BY
 JOE "STAGMEISTER" PAWLAK



Paint stripping has been going on for the last two works sessions and for the most part is complete. There is still a small amount of paint left on the car to protect it from "flash" rusting. The remaining paint will come off very quickly with a DA sander as was demonstrated to several of the restoration team. The paint stripping allowed us to make more "professional grade" dent repairs by revealing ambitious amounts of body filler. ALL filler throughout the car was removed, and dents were smoothed out with body hammers and dollies. Body filler is being reapplied but only to smooth out those rough areas.



Body repairs are progressing nicely. Most of the major rust repairs have had the various sections cut out and

replaced. There were a few areas that required welded panel repairs: the left front wing, the right rear arch (about a 2 inch repair), an exhaust hanger in the boot, and the right front apron. We are still awaiting shipment of the right front wing which is really the last major weld repair. I'm getting concerned because we are so close to painting the car that if it doesn't come soon, we are in serious trouble with our first delay.



Status of the mechanicals is that the crankshaft has been hardened, but as with the body panel, we are waiting for parts to arrive to complete the engine rebuild. We do have the overdrive transmission, and I have a buyer for the automatic transmission we removed. Don, Chuck, Richard and Mike have been doing a great job doing the clean up on the suspension parts and getting things powder painted as needed. Some of this stuff is looking pretty cool! I did receive the shipment of poly bushes, a new starter and some front suspension parts.

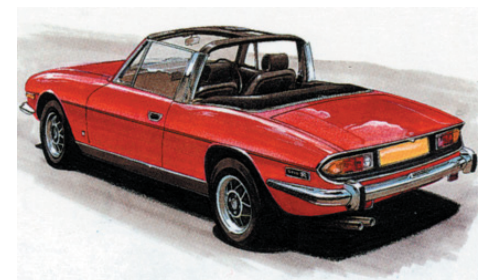
Next time, we will see some photos of the final welding repairs, dent and filler work, all pretty much done by a



NAPBG (Not A Professional Body Guy) and the ISOA restoration team. Everybody has been absolutely outstanding in support and help on the project. I'm proud and humbled to be associated with such fine people. This club truly rules in the Triumph community!



Joe





VINTAGE TRIUMPH REGISTER

800 NORTH AMERICAN TRIUMPH CHALLENGE

**Ypsilanti, Michigan
August 5-8, 2008**

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.

6-PACK

**TRIALS
2008**

Townsend, TN

**Sept. 11, 12, 13
2008**

THE FIRST OCTOBER KANSASVILLE, WISCONSIN, COLOR TOUR AND CAMPOUT/MOTELIN.

When: Saturday, October 11, and Sunday, October 12, [Meet 10:00-11:00 Saturday morning at Kim & Judy Casper's house.]

Where: Kim & Judy Casper's country estate near Kansasville, WI. – Just west of Kenosha/Racine – minutes from the IL / WI border.

Saturday: Drive on beautiful back-roads with stops at antique shops, scenic overlooks and refreshment establishments. Participate in a light competitive element to make the tour more fun with a modified LeMans start (rules shared at start point) Return to Casper's for visiting, potluck dinner (bring your own food and a dish to pass), loafing (fishing) & camping. Washrooms available. (Optional motel stay for non-campers in nearby towns. Visit Union Grove drag strip on Saturday evening (optional). Sit around the bonfire and tell embarrassing Triumph stories. Move into the pole barn in case of inclement weather.

Use one of the four permanent indoor washrooms as needed, one with shower big enough for TWO!

Sunday: Enjoy the campout potluck breakfast – bring your own food and a dish to pass.

Return home or drive to the Milwaukee area for museums, brewery tours, Local golf course right down the road, etc.

Directions from I-94: North on I-94 into Wisconsin

West on County Rt. KR (the Kenosha/Racine County Line) ahead on Schroeder Road

Right (North) at "T" onto Wisconsin 75 (Beaumont Ave.)

Left after about 2 miles into Casper's driveway. (One brick pillar, Asphalt paving. Can't see house from road).

Directions from Illinois Rt. 83 North into Wisconsin. Rt. 83 turns into Wisconsin Rt. 75.

Follow above directions when north of County Rt. KR.

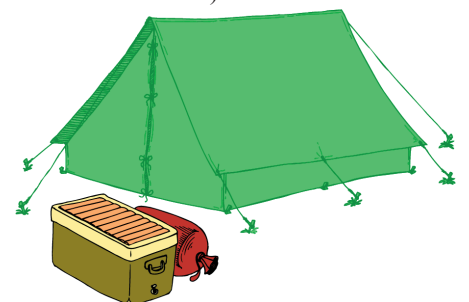
RSVP & Contact info:

Kim Casper

1810 S. Beaumont Ave., Kansasville, WI 53139-9512

Home Phone: 262.878.2337; Cell Phone: 262.939.5463

E-mail: kimcasper@wi.rr.com



CANTIGNY
2nd Annual
CAR SHOW

2007 Chrysler
Chrysler Winner

SUNDAY, SEPTEMBER 21, 2008 • 9:00 AM TO 3:00 PM

• OPEN CLASSES • OVER 40 AWARDS PRESENTED AT 3:00 PM • RAIN OR SHINE

REGISTRATION PRE-REGISTRATION FEE \$10.00 REGISTRATION AT THE GATE \$15.00 CANTIGNY PARKING FEE INCLUDED REGISTRATION FORM ON BACK LIMITED EVENT T-SHIRTS FOR ALL EVERY REGISTERED PARTICIPANT	AMENITIES PARTICIPANT CHOICE VOTING BEST OF SHOW AWARD BEST PAINT & ENGINE AWARD D.J. MUSIC BY "CAROUSEL SOUND" CONCESSIONS AVAILABLE GARDENS & MUSEUMS	ARRIVAL REGISTRATION OPENS AT 7:00 A.M. AND CLOSES AT 12:00 NOON PARKING IS BY ARRIVAL ONLY NO RESERVATIONS - NO SAVING GROUPS WHO WISH TO BE TOGETHER MUST ARRIVE TOGETHER
--	--	---

Registers Today! **LIMITED TO 400 ENTRIES • WWW.CANTIGNY.ORG**

Looking for LLOYD • Calling all CROSLEYS • Ready for RAMBLERS • Insane for ISO • Fishing for ISETTA • Craving for CHOCOLATES • Lusting for LANCERS • Striving for SUNDAYS • Aiming for AMVICARS • Chomping for CHAMPIONNISES • Gearing for GARDENERS • Planning for PRINTZ • Hunting for HILLMANS • Flaming for FIREBIRDS • Copying for COMETS • Muttering all METS • Wailing for WALLEYS • Heaving for HISSONS

18th annual Orphan Auto Picnic
Sunday August 17th • Aurora Illinois
11 AM - 5 PM
Enjoy a relaxing day of fun, food, and vehicles!

- No admission fees!
- Games & prizes for kids!
- Complimentary beverages
- Rare, spectacular, and bizarre orphan vehicles
- No judging
- Raffle

Open to orphaned* makes and models at least 10 years old.

sponsored by: **chicagoland corvair enthusiasts** hosted by: Rick Korthauer & Mark Hardy

It's a picnic! Some first timers are surprised to find we don't provide the food. Nope, we provide beverages; you bring what you want to eat!

More BBQ grills! • More porta-potties! • More parking!

info: 815-469-2936, Larry • web: <http://www.ccecorvair.com/OAPI/>

*Please see additional information and map on reverse side

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.

SYCAMORE
Speedway

White trash Night Aug.22

VINTAGE TRANSPORT EXTRAVAGANZA
ILLINOIS RAILWAY MUSEUM

August 3rd

QUAD CITY BRITISH AUTO CLUB

August 9-10

The Milk Pail CLASSIC CAR SHOW

Beer Garden! 9th Annual Lots of Shaded Parking!

August 27

RAISING MONEY FOR KIDS
2008 CHARITY DRIVE
BRITISH RELIABILITY RUN

Sept. 27-8

Triumph



BUYING AND SELLING A CAR
ON EBAY

BY DAVE KANZLER



A few months ago "my wife" wrote an article about my 240Z, which I bought to drive while on a client assignment. I bought the car in 11/07 for \$6,400 and sold it 5/08 for \$8,714. While I did put close to \$3k into it for a rebuilt trans, rear main seal, new clutch master, tires, exhaust, etc., these are maintenance items that generally don't add \$ for \$ value. In retrospect, I bought a \$7,500 car for \$6,400 and sold a slightly improved version of it for \$8,700. Note, that with my car allowance, I broke even on the deal and didn't have to wait in rental car lines, and got to drive a sweet classic for six months. What are the lessons learned?

Mainly, the more information you can obtain about the seller and the car, the better advantage you have in bidding, and the more information you give, the more/higher the bids. Information is power, especially when buying a car without a test drive. Also, marketing the car, as opposed to just selling it, helps a lot. I posted the car on a 240Z website, and on www.bringatrailer.com which critiques cars for sale on the internet.

Do your research. I tracked sales of cars that were close to what I wanted/had using the "Watch This Item" feature which gave me a pretty good idea of the market price. EBay also has features to help you do research in the "Motors" section.

The guy I bought the car from did a terrible job of presenting the car. He only had a few pictures of the car, no interior shots, no underside, and it was dirty. He didn't even wash it (which actually supported to me his "selling for health reasons" excuse). In contrast, I detailed the car, borrowed a car hoist, and took about 50 pictures, posting my full allotment of 24 on Ebay, and posted

a Youtube video walk around of the car with a link to it on eBay; I offered/sent the other 26 pictures to bidders. I also sent buyers articles on the 240Z from *Classic MotorSports* and the *New York Times*.

The seller did a nice job describing the car, very thorough, and that is what made me think it might be a dirty diamond in the rough. Very importantly, he had a 99% feedback rating with over 500 transactions, albeit mostly from selling Hummels not cars, but this gave me some comfort. I have a perfect EBay record and likewise gave a very detailed description including noting all the things wrong with the car. Very few 35 year-old cars are going to be perfect; implying that they are only diminishes your credibility. It may seem paradoxical, but accurately describing imperfections gives buyers the confidence to bid as it shows honesty in the seller. And while on that topic, be honest. Life is too short to cheat someone over a few \$'s, and Karma can be a nasty B^*@h if she wants to be.

I made it quite clear that the car was sold as is, with no warranty expressed or implied. Don't have your lawyer write up something intimidating, just a friendly note that with an old car, anything can happen at anytime. Note, that even after I had the car inspected, stuff still broke and wore out on it.

Next, I would never buy a car over the internet without an inspection. Don't be "pennywise and pound-foolish." I paid \$125 to find out that a "rust free" TR6 had rust/bondo, saving me many times that amount; and \$150 to find out a 911 had similar expensive issues. Money well spent. I paid \$100 to inspect the 240Z, and it confirmed that this car was most definitely a dirty diamond. It gave me a HUGE advantage over other bidders. Additionally, I was able to share that inspection report with bidders when I came to sell the car, so I got a twofer out of it. If I sell another car, I will definitely have it inspected as this is a marketing expense that will pay for itself in higher, more confident bids.

Very importantly, I didn't lose my head in the bidding process. With the

inspection report, I was better informed than any other bidder, but I still did not bid more than "my number." In fact, the car did not hit its reserve. The seller contacted me as the high bidder and offered to sell the car at my last bid. There will always be another car out there, so be disciplined.

Be wary of scammers on both the buying and selling side. Other cars I bid on and lost were offered to me by folks with unbelievable offers of free shipping and 100% money back guarantees! Just wire them \$, they have a bank account "so it's okay." And on the selling side, "If you want to sell your call, I have cash, or can wire you money now, please 'advise'". Why scammers can't spell "advise" is beyond me, but it is a consistent theme. To help avoid this, always communicate via EBay's messaging service, not your email address. And if it sounds too good to be true, it probably is. One of the best tips I ever got was that liars always oversell in an effort to make the lie believable.

The last thing of note is that I used Paypal for both transactions. I had the car shipped and asked the truck driver to call me when he picked up the car. Only when he called me from the seller's driveway did I send the money via Paypal. On the sell side, I required a deposit within 48 hours and payment at time of shipping/pickup. Paypal isn't without cost (on the selling side), but it does offer some protections not the least of which is being robbed at gunpoint 5 minutes after you sell your car.

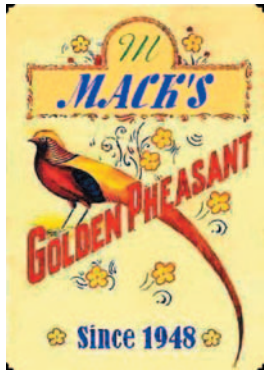
Oops, one more thing. Don't use EBay's shipping and/or inspection services as they are all more expensive than what you can find just using Google. I used Direct Express Auto Transport for shipping (they are all brokers anyway), and for inspection, I found knowledgeable specialists by asking local car clubs in the area for references (one actually bought a car out from under me, but overall my experience as been good). Happy hunting/selling!.

Dave "Rumpus" Kanzler



JULY ISOA MEETING NOTES [In Case You Missed It]

President Mark "Guzzler" Moore called the July ISOA meeting together at approximately 7:23



PM. There were about 50 members in attendance and nearly as many Triumphs since the weather was quite pleasant. Roy Congrove of Bettendorf, IA, [three TR6s and a TR3] was among the first timers in attendance.

Joe "Stagmeister" Pawlak distributed the 2008/9 club directory and also led off the proceedings with an update on the S TTA G project. Joe reported that work was progressing, but the team will need to receive some critical parts before work could continue at the current pace. We then discussed recent past events. I mumbled a few words about the TRA convention, and Kim Jensen spoke about the Wisconsin British Car Field Day in Sussex. We also heard about the recent drive-in movie night from several theatre goers.

Then we segued into upcoming events. Jack "Spuds" Billimack and Bob Crowley discussed the summer camp out set for the Galena region [see pp 8], Mark Moore spoke about the plans for the British Boots & Bonnets show set for the Poplar Grove Airport, [see p 2], and Joe Pawlak described the route that he had set up for a caravan to the VTR Convention in Ypsilanti. Kim Jensen spoke about the Orphan Car Show in August, and Jack mentioned the plans for the annual White Trash outing at the Sycamore Speedway.

It was announced that the September picnic had been cancelled due to some scheduling conflicts, but members were encouraged to attend the Milk Pail car show in West Dundee as an alternative. Jack also mentioned

the BCU show at Moraine valley Community College and reminded those in attendance that we are responsible for counting ballots. Mark Moore spoke about the annual Six Pack TRials held this year in Townsend, TN, near the famous "Tail of the Dragon."

Following a break, Jack Billimack mentioned that he was clearing out his attic and that his forty year collection of Triumph ephemera was looking for a new home. Next, it was time for the Peter M. Roberts nominees. The July humanitarians included [1] Pat Lobdell, for fabricating some custom fasteners specifically for my Offenhauser TR3 valve cover, [2] Joe Kaplon for bringing a set of carbs to a couple of meetings, and [3] Murray Bruskin and Steve Yott for helping Jay Holekamp move a lathe into Jay's garage. Power Bulge received the coveted chalice. Then, came the ever popular Boomer nominations. The first nominee was Joe Kaplon, from himself. It seemed Joe had run out of gas, so he had his sixteen year old daughter push the car home while Joe sat and steered. In the process, she fell and scraped her knee, but Joe, apparently not wanting to lose any momentum, kept on going, leaving Emily face down in the gravel. Knowing that he was safe, Peter "Maestro" Conover nominated himself for putting some rubber parts from his Aston Martin DB2 into a parts washer and leaving them there for a week or so, pretty well destroying them, but, he added, they still weren't clean. Joe still got the bent wheel.

Pete Ballard won the raffle and will soon be sporting a snazzy faux leopard skin steering wheel cover., hopefully on his MG rather than on his Triumph.

Things broke up shortly after nine. Begging your continued forbearance for any unintentional errors or omissions, I remain your humble and obedient scribe

Suds



2008 ISOA BOARD OF DIRECTORS

- President** Mark "Guzzler" Moore
815/397-3253
mrmtr6@sbcglobal.net
- Vice President** Mike "Toofus" Mueller
630/860-9118
greenjet3@aol.com
- Treasurer/Regalia Coordinator** Kim "Wacker Drive" Jensen
815/729-9731
KimandBill76@sbcglobal.net
630/773-4806
- Secretary/Newsletter Editor** Bob "Suds" Streepy
630/372-7565
trstreep@sbcglobal.net
- Events** Jack "Spuds" Billimack
815/459-4721
jbillimack@comcast.net.
- Membership/Webmaster** Tim "Tool Man" Buja
815/332-3119
buja@insightbb.com
- Motorsports/Curmudgeon** Irv "Elwood" Korey
847/831-2809
emanteno@comcast.net
- BCU Reps** Mike "Hands" Blonder
Terri Underhill
- Under Secretary** Roman "Jr." Hrynewicz
708/456-4327
rah_63@comcast.net
- Technical Coordinator/Newsletter Publisher** Joe "Stagmeister" Pawlak
847/683-4184
stagfire6573@foxvalley.net



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.

•**Wanted:** Last call for 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]

•**For Sale:** 1972 STAG, Capri 2.6L V-6, Pimento, hard top, black conv. top & interior, manuals & accessories, like-new Michelin's, \$5,500.00. Call Michael "Moses" Mitsch, 847-258-4404 or michaelmitsch11@yahoo.com [8/08]



COMING IN YOUR SEPTEMBER SNIC BRAAAPP

- Con "TR" ibutions for across the Pond
- S TTA G Update
- White Trash Night V
- Monthly Mumblings
- Union Transportation Extravaganza
- Heartland British Car Show
- Sir Bentley's "Advice to the Shopworn"

Lots More Stuff

On sale at better newsstands September 2nd



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

Ronnie Moon 8/02
Gary Revis 8/03
Glen Skrzypek 8/04
Greg Fantozzi 8/05
Dennis Delap 8/10
Michael Mitsch 8/11
Dan Helgren 8/12
Bob Denninger 8/13
Lynne Filipiak 8/13
Frank Dodaro 8/14
Jean Merzon 8/17

Denny Smalley 8/18
John Neis 8/21
Ken Kendzy 8/23
Terry Underhill 8/25
Arlene Kendzy 8/27
Chris Crosbie 8/27
Bob Lee 8/28
Bill Marscin 8/29
Erik Quackenbush 8/30
Sandy Denninger 8/30



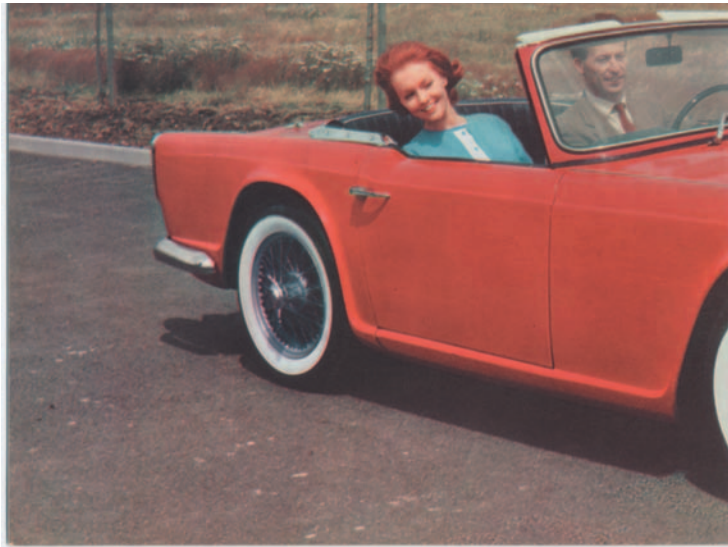
NEW MEMBERS

[memberships - 150; members - 218]

Gwyn Dekker,
511 Kenneth Cir., Elgin, IL 60120-4335
H:(630) 453-3885
EMAIL: egwyn2000@cs.com
73 Spitfire

Sue & Dick Grskywicz
12854 W Peacock Rd, Beach Park, IL 60099-9430
H:(847) 421-6368
80 Spitfire

Karl & Jill Vacek
186 Millbridge Road Riverside, IL 60546-2217
H:(708) 447-7879
EMAIL: KVacek@ameritech.net
64 TR4



The Triumph TR-4



**Buy a weather glorious,
fun with kids,
wish-you-were-here
Lucas battery this winter**

With the wet air and the winter drive, it's easy to forget how much you depend on your battery to power that cool engine that makes your car live. Then winter arrives and you're in a bind with the battery that's been your faithful ally in years to the way you...
Lucas makes the most dependable batteries in the business. With the best amount of attention, they give you consistent low maintenance and superior performance throughout winter and all seasons, all around. You can't go wrong with Lucas. They meet all the tests you want...
Fully guaranteed. That's why Lucas batteries are rated up to 70% of all other brands. But even the best batteries lose their spark when it rains. With Lucas, it's always there. When it does happen, just remember all the good the car has to offer your family. All these troubles are easy when it's not raining and you always take the ground. There are Lucas open this winter. It's not just through a lot of seasons.

Fit Lucas the good-life battery

LUCAS
BATTERY
POWER. LUCAS BATTERIES ARE...
MADE IN CANADA BY LUCAS BATTERY CO. LTD. TORONTO, ONTARIO, CANADA

the manufacturer of
TRIUMPH TR3
recommends
CASTROL

for
maximum
performance
from your
car...

always ask for
CASTROL
the masterpiece in oils

Out on the highway logging the curves and ruting the wind, you can discover what a safe, exhilarating sport driving can be in an eye-catching TR3. To protect its top performance it deserves a superior motor oil. That's why the manufacturer of Britain's Triumph recommends Castrol!

CASTROL OILS, Incorporated
70 West St., N. Y. 6, N. Y.
A Division of the Wakefield Group
World's Largest Exclusive Producer of Lubricants

SPITFIRE TRIUMPH



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 BRAAAPP

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

THE REAR VIEW MIRROR

AUGUST 2008



*1963 TR4 DRIVEN BY PAT LOBDELL. WITH FRIENDS TAKEN AT 2007 VTR
[INSET: THE SAME GROUP TAKEN A FEW [?] YEARS EARLIER]*