



SNIC BRAAAPP

OCTOBER 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-FIRST YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

SIX PACK TRIALS '08

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



THE 2008 SIX PACK TRIALS were held OVER SEPT 11-13 in Townsend, TN, a picturesque resort community in the foothills of the Smoky Mountains. Six Pack, as many of our readers well know, is the national club devoted to the use and

abuse of six cylinder TRs, and this year's TRials location provided ample opportunity for lovers of TR6s and TR250s to do just that. More than 90 cars registered for the event and spent most of the weekend roaring through the twisty mountain roads for which this area is so well-known. Among those were ISOA

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INSIDE YOUR OCTOBER SNIC BRAAAPP

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- Milk Pail Car Show
- "Classic"fieds

Lots More Stuff



BCU XX

TEXT & GRAPHICS BY
BOB "SUDS" STREEPY



MORE THAN 420 CARS AND BIKES whose DNA could be traced to the British Isles gathered on the grounds of Moraine Valley Community College on Sunday, Sept. 7th to take part in the twentieth annual British Car Union Festival. The participants enjoyed beautiful weather on the occasion, always a plus. Although it was a bit cool to start, by mid morning the temps reached the 70s, and the skies remained clear throughout the event. As has been the case since this show was first held, ISOA was exceptionally well represented at the event. Members Bob & Sue Lee from River Falls, WI, [which we think is somewhere near Sarah Palin's hometown] even made the trip to the show. As usual, the club set up a registration tent to promote the wisdom of belonging to ISOA, and it appeared that membership

kits were distributed at a record pace as evidenced by the seven new members listed on page 18.

The quantity of vendors seemed a bit diminished over previous years, although LBC Co and Triple C managed to do a brisk business, and the number of guys selling stuff out of their trunks was down. [A sign of the times thanks to eBay.]

As one might expect, the ratio of cars on display was proportionate to production numbers, and MGs outnumbered other marques in attendance. There were quite a few Triumphs, mostly, TR series and Spitfires. Among the more interesting cars on display was a TR3 from Appleton, WI, that had been widened to accommodate a Nissan 300Z engine.



The body mods were quite involved and drew numerous oohs and ahs from the assembled multitudes. Other interesting or unusual cars included a survivor Morris Traveler Estate, which appeared to have seen more than its fair share of traveling, if you get my drift, an Aston

Martin DB 2, some neat old British bikes, a DeLorean, a Hillman Minx drop head, and a prewar boat tailed MG runabout with a "Tail of the Dragon" decal.

Around midday, Joe "Stagmeister" Pawlak and Tim "Toolman" Buja conducted a workshop on concours judging to several interested spectators. A little later, as has been the case for years, our club was entrusted with the ballot tabulations, and again was able to tally the votes in plenty of time to distribute the awards by early afternoon, no small feat. By late afternoon the crowd began to head for the exits, and 20 or so from the ISOA contingent rendezvoused at the nearby "Pit" restaurant to grab some much needed barbequed sustenance before undertaking the trip home.



Rumors persist about the future venue for this show. While it is no secret that the attendance figures since relocating from Oakton Community College several years ago have not been as strong, the number of cars registered still makes this one of the largest such events anywhere in the country. If word [official or otherwise] of relocating to a new site does become a reality, you can read all about it on the pages of this esteemed publication [Official Snic Braaapp motto: *We never let the facts stand in the way of a good story*] before the 2009 festival.



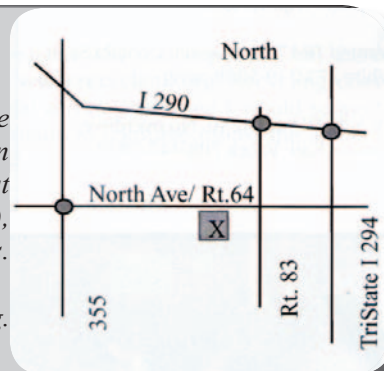
Suds



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
Oct.	5th	Sun.	9:00 AM 7:00 PM	Barrington Concours d'Elegance -//www.barringtonconcours.org. ISOA General Membership Meeting [Board 5:00]
	19th	Sun.	9:00 AM	6th Annual Toys for Tots Car Cruise
	11-12	Sat./Sun.		Fall Colour Tour & Campout, Kansasville, WI
Nov.	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.	8:00 AM	Clinic
Dec.	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
Jan.	4th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.		Big Bash '09
Feb.	8th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]*
	TBA	Sun.		British Car/Parts Swap Meet, DuPage County Fairgrounds
Mar.	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.		ISOA Chili Party

****Not the First Sunday***

SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. All photos and disks will be returned upon request. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the author's and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. When used in conjunction with medically supervised regimen, SNIC BRAAAPP has been found to get rid of the heartbreak of psoriasis in laboratory animals. Questions, Comments, and Great Thoughts may be directed to:

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

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A LITTLE BS FROM BS



NEWS AND VIEWS FROM THE
BUSTED KNUCKLE GARAGE

I recently found myself in the enviable situation of having a totally free afternoon all to myself. Mrs. Suds was visiting a friend in the hospital, I was caught up at work for the first time in months, the yard and house were presentable, at least by my standards, the cars were washed, and most importantly, neither of my Triumphs was in need of any immediate attention – in short, a most pleasant state of affairs. To complete the scenario, the weather was simply perfect – upper 70s with clear skies. I decided to take a walk before going for a ride in my TR3.

I proceeded along a route I frequently stroll, and as my mind wandered, I thought of a column written by VTR Magazine editor Mike Cook about seeing people in convertibles driving with their tops up in nice weather. My observations confirmed those of Mike; here was one of the nicest days in recorded history, yet more than half of the drop tops I saw had their roofs snugly fastened, and most of those had the windows up while the drivers were hermetically sealed from the elements. In

fact, most cars had their windows all the way up, except for a few drivers who held a bit of rolled burning brown weed or let it dangle from their from their lips. In addition, out of the sunroof-equipped cars I observed, only a fraction had their roof holes open.

“Jeezuz!” I thought to myself, “Why in the hell buy an open air vehicle if you’re not going to take advantage of its primary asset?” The air was not polluted, the risk of being car jacked in this neighborhood was slim, there was not a cloud in the sky, and even if a shower were to materialize, new cars, unlike our beloved Triumphs, need only the push of a button and a few seconds in order to become watertight. [Can you imagine what the result would have been if Triumph had tried to design a power top? Think of the headlights on a Wedge, and take it from there, but that’s a topic for another column.] What possible rationale might someone have for not enjoying open-air motoring under these conditions? Perhaps, I wondered, the car was owned in joint tenancy, and the decision to buy a convertible had been made primarily for the benefit of the co-owner not presently driving. Or maybe the driver was just returning from a visit to the barber/hairdresser and didn’t want to mess up an expensive new coiffure. Possibly, the driver had a large quantity of contraband substance in the back seat and did not want to attract the attention of prying eyes from the local constabulary, or maybe there were some valuable documents on the front seat that the driver feared might blow away when exposed to open air. Maybe the driver was follically challenged, had lost his cap, and was trying to avoid sunburning the flesh on his exposed cranium. Perhaps, the driver had just downloaded the latest Spinal Tappets CD and did not want any wind

noise to interfere with enjoying the pure tonal quality of the world’s greatest garage band.

I suppose there may have been other possible rationales for not lowering the tops, but the one that struck me as most plausible was that we now live in an age of disconnect. Watch young people on campus walk to class; they are, by and large, hooked to their I-Pods like kidney patients on dialysis. Or, they are yakking or texting on their cell phones, while completely oblivious to the living, breathing human beings surrounding them. [In some cases they are doing all simultaneously.] At the risk of sounding like the old fogey that I am, this was yet another example of how modern technology has further insulated us from the very idyllic elements that we seem to be searching for by isolating us from one another. Thoreau sought a spiritual isolation from the hustle/and bustle of the 1840s on Walden Pond, while many contemporary denizens of the 21st century seek such solitude through an MP3 player.

At least there are still a few of us who find a sense of spiritual nirvana behind the wheel of an archaic British contrivance, most of which are, thankfully, not equipped with Bluetooth or USB interfaces. Our pleasure comes from a manually operating a transmission, rolling up and down our windows [if so equipped], and enjoying some fresh unreconditioned air on a gorgeous day. I would continue this rant further, but today is another nice day and I’m going for a ride – top down, no sidecurtains, and no radio .

Suds

GEECH



Guzzler is taking a well-deserved break from his monthly presidential journalistic duties. In place of his monthly musings is a flash back to the good old days of a quarter century ago. Return with us now to those thrilling days of yesteryear as we dial the way back machine to 1993. Be sure that your time travelling transponders are properly calibrated and that your space continuum helmets are lined with equal amounts of tinfoil and luncheon meats as we enter the wormhole of time!

SNIC BRAAAPP C/O The Manteno Brothers

The eight page October 1993 issue of Snic Braaapp, appropriately printed on orange stock in honor of autumn, included the famous "Engine Summer" prose by Rick Dentino on the cover [to be included once again next month's newsletter] followed by a club calendar that included a trip to the 14th annual Testicle festival in Byron. - casual attire recommended - and a fall color tour in conjunction with the MG club.

The classifieds included a collection of 4 TR7s, a 72 TR6 with OD for \$2500, a 74 TR6 partially disassembled for \$3200, a 5-speed TR8 convertible with 23,000 miles,



Elwood summarized the 1993 autocross as follows:

AUGUST 1993 AUTOCROSS REPORT

The fate of the ISOA Autocross program was in jeopardy after the very poor attendance at the June event. Seventeen ISOA members entered into a blood oath swearing allegiance to this honorable cause. Eight treasonous infidels failed to meet their ...

Anyway, the weather cooperated and predictions for rain late in the day didn't frighten 21 drivers from coming out to thrash their cars at the last autocross of the 1993 season. At least one driver was so enthusiastic to compete that he got a special remembrance from the Melrose Park Police Department! En route to the event, Jim Hogan sighted some road kill that he felt obliged to pick-up and bring to show the rest of us!

Driver fervor reached new highs as Bill Greenwald tried to knock loose a

cone jammed under his Europa by bumping into the timing gear. He succeeded and merely misaligned the source to the reflector. Marilyn Schlismann took a cone for a ride all the way back to her parking spot where the cone obediently popped out and landed upright. Since the cone was outside its chalked square/ a 1 second penalty was added to her time. Pat Morse brought out his tire-squealing MG-TD.

The drizzle arrived several hours early and sped up the completion of the competition. Everybody helped pack up and off we went to Russell's. On the way to drop off the equipment at the Pyle's, our caravan was treated to a portion of the Chicago Air Show. The Air Force Thunderbirds were continuing their performance just outside Ohare Airport. We also saw an in-flight refueling tanker landing.

Special thanks to Billy and Sheri Pyle for storing and transporting the cones, timing gear, helmets and all the other equipment this season. Thanks also to Jack Billimack for all the help, and everybody else who assisted in making the Autocross season fun for all.

The following "Letter to the Editor" from Pat "Judge Dredd" Morse appeared:

Dear Jake & Elwood,

While walking about the Chicago Historic Races in my ISOA gang colors, I was approached by several men with the dazed look of the British Car Fanatic about them. They asked about membership in the ISOA. I told them that we were a highly selective secret society and they would have to clear the dual hurdles of having a discernible pulse and \$25.00. They were unfazed!

So, could you please send a hot off the presses copy of the SNIC-BURP to each of these unfortunates? That should keep them away. Thanks,
Pat "M.G." Morse

Lastly, Jake Manteno included these bits of advice [in all caps] for any hotshoe wannabes that are as valid now as they were a quarter century ago:

MANTENO BROTHERS RACING NOTES

DID YOU KNOW, THAT AMONG ITS OTHER USES, DUCT TAPE CAN BE USED ON

THE INSIDE OF A WHEEL RIM, IT'S GOOD FOR APPROXIMATELY 35-40 PSI, FOR AN UNKNOWN AMOUNT OF TIME? THE TIRE MOUNTED OVER SAID DUCT TAPS WAS MANUFACTURED IN FEBRUARY, 1965.

HOW IMPORTANT ARE MIRRORS ON RACECARS? VERY, I DISCOVERED A HUGE BLIND SPOT BEHIND MY HEAD THAT COULD SWALLOW AN ENTIRE RACE CAR.

IF YOU DON'T HAVE THE ALTERNATOR HOOKED UP, THE CAR WILL RUN ON THE BATTERY, UNTIL THE ADDITIONAL COOLING FANS DEplete IT, AT WHICH TIME THE CAR BEGINS TO RUN AWFUL.

THE FRONT BRAKES ON A TR7, WHICH USE THE SAME PADS AS AN MG MIDGET, GOT A REAL WORKOUT, AND I WAS SURPRISED HOW WELL THEY ACTUALLY WORKED.

A TOOL BOX, LEFT IN THE GARAGE, IS OF LITTLE OR NO VALUE AT THE TRACK. THANKS FOR THE MIDNIGHT DELIVERY, NORA.

THE DIFFERENCE BETWEEN OWNING AND RENTING A RACE CAR WAS DEMONSTRATED ON THE PRACTICE STARTS ENTERING CORNER ONE. LAURIE WAS IN A RENTED RX7 AND GRIDDED AHEAD OF ME. SHE DID NOT CONTEST MY LINE INTO CORNER ONE.

ALWAYS CARRY A SECOND SET OF GLASSES IN YOUR TRACK BAG. THAT WAY YOU DON'T LOOK LIKE A REFUGEE FROM "REVENGE OF THE NERDS" WITH THE BROKEN AND TAPED TOGETHER PAIR.

MANTENO BROTHERS RACING WELCOMES THEIR NEWEST BROTHER, TO JOIN JOLIET JAKE, ELWOOD, LEMONT, AND VARIOUS DARRYLs. HE DRIVES AN ORANGE CAR AND LIVES IN WISCONSIN, THEREFORE HE'LL BE KNOWN AS COLBY.





CON "TR" IBUTIONS FROM ACROSS THE POND



THE RESTORATION LAWS

BY TONY BEADLE

ISOA INTERNATIONAL BUREAU CHIEF
& UK SENIOR CORRESPONDENT

It has been a while since I last mentioned the process of restoring old British cars on this page and the thought occurred to me that ISOA members might have forgotten some of the immutable laws that govern such an undertaking. Therefore, what follows is the latest version of a revised Directive, No. EU.4.1.08: 'The Laws Pertaining to the Restoration of Classic British Cars' as formally approved by the European Council of Ministers on 1st April 2008.

Although these regulations obviously do not have any legal standing outside Europe, certain aspects will still apply to people in North America who are working on these old vehicles. For ease of use, the most important rules have been extracted from the Directive, translated, simplified and broken down into various categories dealing with specific key areas of the rebuilding procedure.

REPLACEMENT PARTS

1. Whenever a supplier advertises 'All parts available ex-stock' this specifically does not include the item you urgently

need in order to finish an important job.

2. The more vital the part needed, the longer the delivery time quoted by the supplier.

3. The lost component which you carefully removed, cleaned and stored away can only be found once you have given up searching and bought an expensive new replacement.

4. Any important item that accidentally gets broken immediately becomes unobtainable from all parts suppliers.

5. As soon as you have bought an extremely rare and very expensive part, you will receive a catalogue from your supplier informing you that they have remanufactured a batch of said item and are selling them at a tenth of the price you paid as a promotional offer.

6. Only after you have called up the supplier to complain that a part doesn't fit will it slot into place perfectly.

7. It doesn't matter how many times you check that a component can be put together satisfactorily, problems only happen during the final assembly.

8. The cheap part you didn't buy at a swap meet a year ago because there was such a plentiful supply has become as rare as rocking horse manure now that you want one.

9. The supplier is always waiting for a delivery of the gasket and fixing screws for any important component that he has plenty of.

10. If you save two identical items they will both seem to be perfect. Only when you've given your best friend one of them will you discover that the part you kept is damaged.

IN THE PAINTSHOP

1. It doesn't matter if the colour description and batch number on the

label are the same as all the previous ones, the paint inside the last can is always a very slightly different shade.

2. A spray gun, a roller or a brush can be used to apply paint; every other component or tool removes it.

3. A newly-painted panel generates its own gravity effect; instantly attracting the heaviest and sharpest objects.

4. Remember, paint costs money, but skin grows back – so the dedicated restorer must be prepared to place his body in between the car and any sharp, jagged or heavy item that threatens to damage a panel.

5. A small, seemingly insignificant – but irreplaceable – part that the paint shop removes from a body panel prior to spraying and then loses is immediately out of stock at the suppliers.

6. Imperfections in the paintwork are unnoticeable until you take the finished car to a club meet.

IN THE WORKSHOP

1. Any small nut, bolt or washer that gets dropped will always fall into the most inaccessible place possible.

2. Despite appearances, all threads (UNF, BSF, Whitworth, Metric, etc) are actually interchangeable – it's just that some bolts just need more torque applied to make them fit.

3. Easily the most hazardous operation during any component assembly procedure is the final quarter turn of a socket wrench.

4. The most useful adjusting tool is a large hammer.

5. If you take a short cut to save time and make what is known in this country as 'a bodge', a fellow club member will do exactly the same on his car and describe it as 'an innovation'.

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



6. If something will not fit no matter how much you try, walk away. Take a break, have a cup of coffee, chill out for a while – then beat it into submission with a big hammer.

And when you finally complete the ten-year restoration of your Triumph, having spent an unjustifiable amount of money, don't be surprised if your wife or girlfriend suddenly turns into a fully-qualified vehicle inspector and starts complaining: "There's definitely a screw loose somewhere."

OTHER EUROPEAN DIRECTIVES

Although the EU is supposed to be one big happy family, each country still has many strange motoring laws that can catch out the unwary driver, some of which could result in a large on-the-spot fine or even the vehicle being confiscated. For example, in Austria caravans must not be parked within 500 yards of a lake and in Belgium the use of cruise control is forbidden on a freeway when the traffic is heavy. In Denmark cars towing caravans are prohibited from overtaking other vehicles on freeways at certain times of day and cyclists often have priority over automobiles and trucks.

It is an offence to run out of gasoline on a German autobahn, but in Greece it is illegal to carry a gas can in the trunk. If you wear spectacles in Spain you must carry a spare pair in the car and should you be unfortunate enough to hit a deer or an elk in Finland you must report the collision to the police.

The Italian police can impound a vehicle if the driver is unable to produce the relevant ownership paperwork, but the most bizarre example surely comes from Norway where, for some obscure reason, cars travelling downhill have priority over those climbing up a steep slope!

*Copyright ©
Tony Beadle August 2008*

ISOA TECHNICAL EXSPURTS

TR3 Bill "Whizmo" Pyle
630/773 4806

TR4 Pat "PowerBuldge"
Lobdell
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
847/9375078

Stag Joe "Stagmeister" Pawlak
847/683-9683

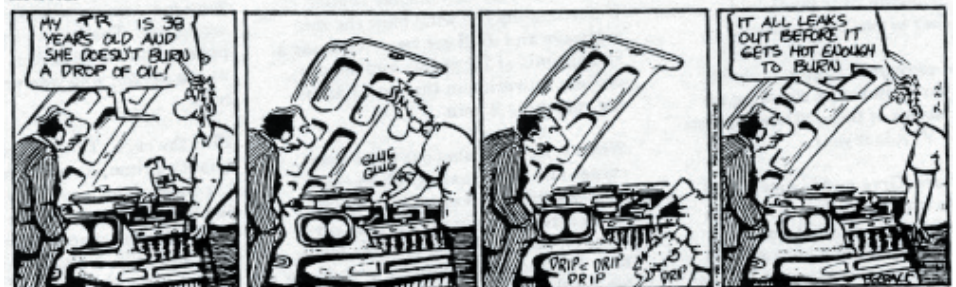
Machinist Bob "Opera Man"
Crowley
630/355 2170

KeyMaster Bob "Senile" Donile
630/837 3721

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



ERNIE



Roselle Cruise Night

ISOA's SPINAL TAPPETS ROCK THE WESTERN BURBS

TEXT & GRAPHICS BY
BOB "SUDS" STREEPY

On a gorgeous autumn evening, the quaint village of Roselle was transformed, if only for a couple of hours, from a sleepy western suburb to rock and roll's epicenter. The Spinal Tappets, the world's most celebrated rock classic cover/Triumph parody/garage band played, two rousing sets before a most appreciative audience, consisting of about thirty ISOA members, plus many more assorted suburban gearheads. A very presentable assortment of special interest cars, including Grandpa Munster's "Dragon Wagon" a 30,000-mile



survivor 1973 Ford Maverick, [rumored to once belong to John McCain], and plenty of rods and muscle cars showed up at the band's final concert of 2008. They were entertained from 7-9 PM by the likes of "Losing My Transmission," "Smoke From the Dashboard," and "TR Man." The band, all ISOA members, played two sets mixing classic cover tunes with poignant [for TR owners] parody songs. Mike "Wheelman" Konopka -lead guitar/vocals, Dan "Wrongway" Swanson - keyboards, Dave "Stumpy Joe" Kayson- drums, Mark "Silo" Fisher-harmonica,



Peter "Maestro" Conover-bass, and Jim Screamer" Aldridge - guitar/vocals

The venue was located along the Milwaukee Road track in downtown Roselle, and the passing commuter trains added a new challenge for the boys in the band, but one they were able to surmount.



"Wrongway" created a whistle sound during each pass of a train, much to the delight of the crowd. Dan even broke out his patented "Mick" persona during a couple of Stones tunes and danced with his mother, wife and daughter, thus providing the audience with a glimpse of three generations of Wrongways hoofing it up.

As they reached the end of their second set, the band invited all of the ISOA members to come up to



the front of the crowd to participate in the club version of "YMCA," entitled "ISOA." There was literally danc-

ing in the streets of Roselle as they played the song to the absolute delight of the club members in attendance.

After the gig, Dave and Jan Kayson invited the ISOA crowd back to



their Chez Kayson for beverages and a barbeque. There were plenty of laughs and way too much to eat and drink, but no one complained. Many in attendance used the occasion to take a peek at one



of Dave's project TR6s, which is nearing completion and is certainly on track to be one of the nicest cars in the club.

Things began to break up around eleven as the guests bid the hosts farewell. As far as pleasant evenings go, as Nigel Tufnel might say, this one was an eleven.

Suds



Special Snykk Burpp thanks to Jeff "Stalker" Rust who took the images below at the 2008 VTR Convention in Ypsilanti and submitted them for inclusion in this month's newsletter.

001 TRIUMPH TRANS-AMERICAN Charity Drive 2009

TEXT & GRAPHICS BY JOE

"STAGMEISTER" PAWLAK



ing dents in the floor pans. We also started the final wash down to remove last bits of dirt, oil and old undercoating. The underside painting will start on the 20th. All of the filler work on the body shell has been completed.

Any "fine-tuning" will be done after we apply the primer coats. The excitement is building because, hopefully, in a few weeks we can start putting the car back together.

We are getting the paint donated by Sherwin Williams' Automotive division. [Their rep is scheduled to contact me shortly]. We are getting very close to painting this bad boy, just in time, I might add, since as the weather starts to turn, the environmentally controlled paint booth at the Triumph farm does not function properly.



We will need assistance in getting miscellaneous parts painted. If you can help, please contact the Stagmeister. We only have approximately 26 week-ends left to complete this car!

Joe



On Sept. 6th, Chuck Montague and I attached the TTA Stag body to a makeshift rotisserie. Rotating the body to expose the underside allowed Chuck to remove most of the dirt and rust from underneath. It also helped to reveal some unanticipated minor repair work, further confirmation of just how solid this car is!

The following Saturday, Sept. 13th, Chuck, Don Sheldon, and I worked all day and part of Sunday and to take care of the minor repairs to the undercarriage, including welding new heat guard "tabs" and pounding out the last remain-



continued from page 1



members Mark Moore [TR4A], Steve Yott [TR4A], Jay Holekamp [TR4], Jeff & Karen Rust [TR6], Ken & Kim Crowley and their children [TR250], Mark Anderson [TR6] and your humble and obedient scribe, along with riding mechanic Mike Mueller [TR6].

Mike and I left the burbs early on Thursday for the 604-mile trip to eastern Tennessee. We opted for a route along interstates since we hoped to make the trip in a day's drive. We had spoken to Mark Anderson prior to leaving, and we tentatively planned to hook up along I-75 south of Lexington, KY, if possible, but the odds of both arriving at the same time seemed pretty long. As we merged onto the interstate, wouldn't you know we spotted Mark and a convoy of 18



Triumphs that had left Cincinnati earlier that day? The weather was pleasant, unlike that in the Chicago area, which endured apocalyptic flooding that weekend. We stayed with the caravan for a hundred miles or so and then split off when they opted for some secondary road sightseeing. Anyone familiar with the region does not need to be told that the roads in that part of the country are not exactly laid out in a grid, and there were times when our directions seemed to be in direct conflict with



the signage, but thankfully, our GPS managed to navigate us to the host hotel without mishap.

We checked into the host hotel, appropriately named the Valley View Lodge, and immediately met Jay Holekamp, who had come to Townsend directly from the Vintage races at Watkins Glen the previous weekend. Soon we were joined by Mark Moore and Steve Yott who had come earlier in the week to rent motorcycles and tour the area on bikes for a few days before the car show.



We grabbed a bite to eat and decided that after only 600 miles of driving, we'd take a drive to get our bearings. We heard that there was a car show in nearby Pigeon Forge, TN, so we decided to check it out and see for ourselves. We drove along a river road that went through the Great Smoky Mountain National Park and squealed the tires a bit going through some of the hairpins. It was the absolute perfect venue in which to enjoy a Triumph. We exited the park and immediately found ourselves in a gridlock. I had heard of Pigeon Forge from some friends and knew that it was a bit "commercialized." That's like saying that Bob Steele's V8, supercharged, nitrous injected Stag is a bit "modified." There was mile after mile of tacky gift shops, go-kart tracks, water slides, pancake houses, etc. Long Grove it was not! There were also, literally, thousands of gearheads sitting in lawn chairs with their hot rods and muscle cars parked behind them watching other gearheads drive up and down the main drag in every type of special interest contrivance imaginable. It was a hoot.

We stopped for gas and remarked that it was unconscionable that \$3.58 a gallon was deemed a bargain. Who would have imagined that thanks to hurricane Ike, the same stations would have added a dollar to each gallon 24 hours later? We got back to the hotel and in true ISOA

tradition, we established our post as official hotel parking lot security guards. There, we were joined by the Rusts who had acquired some local moonshine, and, in the interest of providing us with an unbiased report on its therapeutic effect, were taste testing it in the interest of investigative journalism. [For a full report, just ask Karen for her notes.]

The following morning the organizers planned a motorcade through the notorious stretch of highway 129 known worldwide as the "Tail of the Dragon." This 11-mile piece of asphalt has 318 curves and more level changes than Dave Kayson has Triumphs. The road has spawned a virtual cottage industry at Deals Gap, its eastern terminus, where one can get T-shirts, decals, and even tattoos to tell the world that you survived the "Tail." This was the third time that I have driven the road, and it remains every bit as exhilarating even when you know what to expect, which is the unexpected. After we completed our run, Jay, Mike and I headed off to some other sights. We toured the Fontana Dam, the site of highest dam in the east, built to provide power for the Alcoa aluminum plant during WW II. We also vis-



ited the remains of a depression era Civilian Conservation Corps camp whose work force had done much of the road construction in the area. We then proceeded to the Cherokee Skyway, a fifty-mile road built to connect Tellico Plains, TN, with Robbinsville, NC, at a cost of \$100 million. The views along the way were truly magnificent and certainly rivaled those of the better-known Blue Ridge Parkway. We had just pulled off to enjoy one of countless spectacular views, when who should roar up but none other than former ISOA member Ryles Cheeks in his TR4. Ryles had driven up from his home in GA and was on his way to the TRials. We visited for a while, and he headed off to the hotel, as we continued east back around the southeastern edge of the park. The weather had been very nice all day, despite a forecast that called for storms, but when we got back down into the valley, the temperatures were well into the



nineties when we got back to the hotel in the late afternoon. It was then that we noticed the ungodly spike in gas prices in only twelve hours.

The hosts had set up a washing station, and we gave Lucille a quick bath before heading out to stock up with provisions, no small task in a dry county, for the evening's parking lot patrol. After dinner, we took up our assigned posts in the parking lot, a tough job, but someone had to do it, before calling it a night.



Saturday morning we were up early in anxious anticipation of seeing all of the TRs at one location for the first time. There were some spectacular cars in attendance. The car show field was a bit problematic since the slope was about 45°, and some people felt that the incline was too severe for them since the grass was still wet from the evening dew, but the marshals managed to get everything under control, and the show field



looked great. There were cars from Canada to Texas registered, and some of the more interesting ones included a Corvette powered TR6 from Ontario, and more tri-carbs and



Miata seat equipped TR6s than probably ever gathered in one spot. The only down side was that Steve wrenched his back that morning and spent the day off his feet. But thanks to the wonders of Vicodin, he was sufficiently anesthetized by Sunday morning to drive home.

After the show we headed for an ISOA group photo on the Foothills Parkway, and then it was time for one last run through the mountains. We headed along a river into the national park, but unfortunately, since it was now Saturday afternoon, we weren't the only ones who wanted to take a drive. The previous day we pretty much had the roads to ourselves, but on this occasion, there must have been a Grand Marquis convention taking some place nearby, because lots of blue haired ladies had chosen to have their "How Slow Can You Go?" rally at the same time we wanted to get in one last "spirited" drive. The blue hairs won, since the nearest passing zone was another area code.



The banquet took place that evening, and the attendees were served a delicious meal, much to the delight of the epicureans in attendance. After a final night of sentry duty, we called it a night so as to be up and at 'em early Sunday. We returned in two caravans, an advance scouting party consisting of Jay, Steve, and Mike and me, with Mark, Karen and Jeff, and the Crowleys trailing us by an hour or two. The return started off pleasantly uneventful as we drove from Knoxville, to Lexington, to Louisville, to Indianapolis. As we headed north on I-65 from Indy, it began

to rain. By the time we hit Frankfort, IN, it was pouring. Soon we were in the midst of a torrential downpour, and I barely made out a flashing sign that I thought said something about a road closing, but the rain was too heavy to read it. Mike called Diane to ask about road closings, and about the time we headed west on I-80, we found out that it was closed due to high water. Up to that point, we had made great time, and we expected to be home around 3:00 PM. We then proceeded to



spend the next two hours in a colossal traffic jam as we wound our way through parts of Gary that made Baghdad look upscale. We eventually made our way, after numerous backtracks due to flooding, to the Skyway and up the Dan Ryan to the Eisenhower [not necessarily our first choice of routes], before finally returning to Snic Braaapp Towers around 5:30.

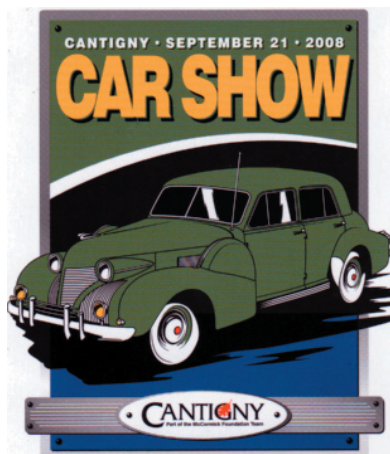
In four days, we had managed to cover 1,427 miles and averaged just under 27 MPG. Despite the gas price panic, and the delays on the return, the overall trip was great. We had outstanding roads, the cars all performed flawlessly, and most of all, we had a great group to travel with. With those positives, who could complain about a little traffic jam?

Suds

For a glimpse of over a thousand photos taken of the cars, mostly TR6s, which drove the "Tail" on Friday Sept. 12th, visit <http://www.photorelect.com/pr3/thumbpage.aspx?e=4095052>



CANTIGNY CAR SHOW



TEXT & GRAPHICS BY
BOB "SUDS" STREEPY

On the last official day of meteorological summer, more than 240 special interest cars arrived on the grounds of former Chicago Tribune



publisher, Colonel Robert McCormick to attend the third annual Cantigny Car Show. Of those cars on display, some twenty or more were Triumphs belonging to ISOA members. Many of the Triumphistae convened in advance at the nearby Wheaton home of Jay Holekamp. "Cannonball" provided coffee and a place to meet at Casa Holekamp since the show organizers insist that cars

must arrive together in order to park near one another. This larger party of ISOAers arrived around 9:30 and joined the Joliet contingent, which had gotten there earlier. Before too long, Pat Lobdell and Marilyn Munoz and Bob Steele also pulled in, and there were enough Triumphs to unofficially give us the largest club presence at the show.



The mix of cars in attendance could best be described as eclectic and included antiques, classics, street rods, muscle cars, pickups, and imports. Dave Kayson accompanied your humble and obedient scribe as we wandered the parking lot inspecting the various rides on display. There were survivor Model As, Smart for Twos, micro-

cars, 16-cylinder prewar Caddy's, and plenty of 55, 56, & 57 Chevys.



Several of the ISOAers set up lawn chairs in a shady spot near their cars and spent an enjoyable hour or two visiting and simply taking in the sights and sounds of the cars on display as well as the beautiful venue. The landscape on which this show is held is certainly among the most beautiful to ever host such an event, and it is no wonder that the show has grown considerably in only its third year. Beautiful fall weather, gorgeous surroundings, neat cars, cen-



tral location, and good people; this show has a lot going for it and it is no wonder that so many ISOAers have put it on their list of "must attend" car shows.



Suds



MILK PAIL CAR SHOW



TEXT AND GRAPHICS BY
BOB "SUDS" STREEPY

On a delightful final Sunday in August, more than 190 special interest cars gathered on the grounds of the venerable Milk Pail Restaurant in East Dundee for the 10th annual Milk Pail car show sponsored by the Chicagoland Kit Car Club. As one might expect at a function hosted by a kit car club, there were plenty of knock-off classics on display, including a faux Auburn, a "Bug"otti, an Aston Martin replica, plenty of reproduction Cobras, a counterfeit Healy 3000, and a host of TD imitations. The attendees included ISOA members [Jack

Billmack [TR6], Murray & Joan Bruskin [TR3A], and your humble and obedient scribe [TR3A]. The weather was ideal with temperatures in the low 80s under cloudless skies. The ISOA contingent eschewed the asphalt tarmac in favor of a parking spot beneath a couple of large shade trees, where we sat and enjoyed the company and cars for an idle hour or two.

The mix of special interest cars was eclectic to say the least, and included, along with aforementioned kit cars, antiques, classics, hot rods, muscle cars and imports. The organizers provided a DJ who played lots of 50s & 60s gearhead rock, and there were plenty of door prizes awarded. There was a portable malt shoppe, much to the delight of Spuds who is widely known for his fondness of frozen lactose products,

along with a purveyor of other adult malt beverages on the grounds. The atmosphere was generally relaxed, and we talked cars with one another and to anyone who stopped by. After a couple of hours, most of us had had our fill and headed home, but not before enjoying a very nice Sunday morning surrounded by good company and neat cars.



Suds





Text & Graphics by
Bob “Suds” Streepy

On Saturday, Sept 7th, your humble and obedient scribe received an invitation from Pat “Judge Dredd” Morse to join him on an excursion to Cantigny to attend a Classic Car Club of America Grand National. [Pat, a life long north shore resident, was a bit apprehensive about traveling to the fringes of civilization and needed a scout to direct him to the DuPage County outpost.]

We got to the grounds of Col. McCormick's manor, and the combination of seven figure cars and the Cantigny grounds was impressive. Pat observed that there were a few of the classics on display that individually exceeded the gross collective value of all of the Triumphs in ISOA. Among the more spectacular vehicles was a Talbot-Lago coupe [pronounced kü-pay'], a Horschelt that once belonged to a high-ranking SS officer, a Cunningham, a survivor Marmon, and so many Dusenbergs, Packards, Cadillacs, and Lincolns, as to seem almost commonplace. [They were not!]

The Brits were represented with a Rolls or two, a Bentley landaulet, a post war Jag fixed head coupe, and an Alvis. The level of restoration that many of these cars had undergone was truly amazing. What was nice to hear was that

some of these were actually driven, and the owner of one spectacular Buick touring cars mentioned that he was planning a thousand mile tour this fall.

We were eventually joined by ISOA alum Keith “Gastro Boy” Gill who is a curator at the museum, and Bob “Burnout” Steele, who is not. The scene of ISOA guys strolling among such patrician vehicles was reminiscent of the one in *Caddy Shack* when they let the staff in the pool.

After drooling over some of the most impressive cars ever built, we returned to our humble TR6 and headed back to reality, but not before rubbing elbows with some automotive greatness. Now, I know how the field hands felt when ol' Massa let them go inside the big house.

Suds





THE FIRST LATE 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.

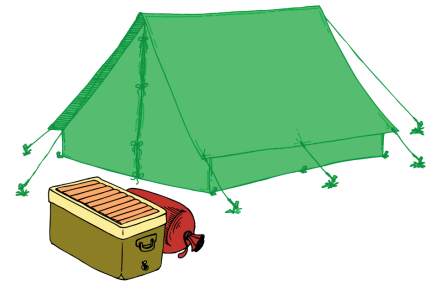
RSVP & Contact info:

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



Triumph Register of America

2009 TRA

National Meet



June 17-20th, 2009

Charles Town, West Virginia

Please make your vacation plans now for:

EAST Meets WEST

Triumphest & VTR National 2009

San Luis Obispo, California

Wednesday, September 30, through Sunday, October 4, 2009

TOYS FOR TOTS **TOYS FOR TOTS** **TOYS FOR TOTS**

7TH ANNUAL TOYS FOR TOTS CLASSIC CAR CRUISE

October 19, 2008

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

STARTING FROM:

MAIN ST CUSTARD & COFFEE

RT 173 & RT 83 ANTIOCH, IL 847 395-0800 INFO CONTACT:
WALLY 847 838-0314 or CHAPIOX46@ATT.NET

FRAME-UP WHEEL WORKS, INC

9108 N GREEN BAY RD. WAUKEGAN, IL 847 746-RODS INFO CONTACT:
BOB 847 746-RODS or FRAMEUPWHEELWORKS@YAHOO.COM

MEIJER SUPER STORE

ALGONQUIN RD. ROLLING MEADOWS IL INFO CONTACT:
PAUL 630 529-4082 or TCR1989@SRCGLOBAL.NET

CRUISING TO: VOLO AUTO MUSEUM

27582 W. VOLO VILLAGE ROAD VOLO IL INFO CONTACT:
Cyndi 815 385-3644 or Cyndis@volocars.com

PLEASE BRING A NEW UNWRAPPED TOY
(NO STUFFED ANIMALS PLEASE)

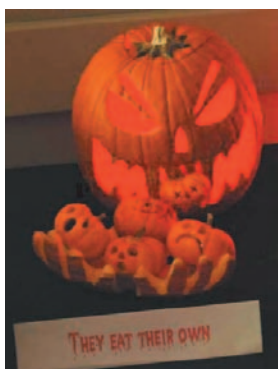
RAIN OR SHINE

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

TOYS FOR TOTS **TOYS FOR TOTS** **TOYS FOR TOTS**



Since there was no meeting in Sept., there are obviously no meeting notes to include here. Instead, we are inserting some Halloween graphics that we thought some of our readers, especially the more sophomoric ones, might enjoy. ED



2008 ISOA

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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. Phone Bob Streepy at 630/372-7565 or email trstreep@sbcglobal.net to place an ad.

For Sale: Limited number of “Tappetstry” CDs produced for the 2008 VTR Convention. 11 Tracks, including six brand new cuts. While they last - only \$5.00 each. See Kim Jensen at the next meeting or call 815/729-9731. When they’re gone, they’re gone.

•**For Sale:** 1967 Mark II Spitfire restoration project. Chevy V6 engine with Borg Warner 5-Speed installed. [Original motor and Trans included] \$400.00 ph. 630/240-6323 email PIGJJKG@AOL.com [10/08]

•**For Sale:** TR3A, TR4, TR7 Project Cars. For ambitious restoration or parts. Best Offer. Located near Streator, IL. Call Dan Haley 815/672-3091 or email Bob Streepy at trstreep@sbcglobal.net for photos and additional info. [10/08]



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

Mike Bulfer 10/02
Susan Quackenbush 10/05
Jim Aldridge 10/05
George Loss 10/07
Marilyn Bailey 10/10
Peter Conover 10/11
Bill Block 10/11
Karen Rust 10/12
Gloria Cappetto 10/12
Dick Burdette 10/12
Sandy Hurst 10/16

Jill Burdette 10/17
Yvonne Kolton 10/19
Jim Scherer 10/20
Jack Gleason 10/21
David Blakeman 10/21
Tom Morgan 10/22
Doug Larson 10/26
Chuck Hall 10/27
Sue Paulsen 10/27
Rich Frain 10/30
Barb Billimack 10/31

NEW MEMBERS

[memberships - 158; members - 228]

Tom Berger
6517 Charleston St, Oak Forest, IL 60452-2626
(708) 220-6206/EMAIL: tomberger@sbcglobal.net
74 TR6

Dave Catris
740 Quebec Pl, Westmont, IL 60559-1235
(630) 784-0833/EMAIL: d.catris@comcast.net
80 TR7

Rick Crider
410 Thompson Ave, Winthrop Harbor, IL 60096-1147
(847) 872-1802 /EMAIL: tr3rick@comcast.net
62 TR3A

John & Diane Janowiak
121 Nauvoo St, Park Forest, IL 60466-2518
(708) 748-0484/EMAIL: jjanow@ameritech.net
79 Spitfire

Rick Lapinski
7714 W Monroe St, Niles, IL 60714-2548
(847) 692-5648
73 TR6

Tracy Porter
PO Box 1655, Frankfort, IL 60423-7655
(815) 557-7531/EMAIL: vetrn2001@sbcglobal.net
76 Spitfire

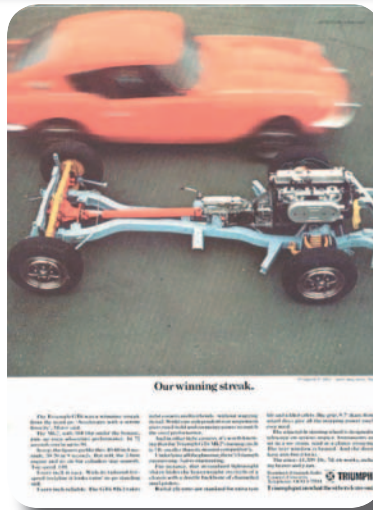
Eddy Ulm
651 Green Meadow Ln, Geneva, IL 60134-3714
(630) 740-4242/EMAIL: eddyulm@hotmail.com
63 TR4, 63 TR4

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- Meadowdale Remembered
- Watkins Glen Vintage Races
- Lots More Stuff

On sale at better newstands Nov. 1st





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ONLINE ROSTER ACCESS INFO

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THE REAR VIEW MIRROR

OCTOBER 2008



JAY HOLEKAMP, MIKE MUELLER, BOB STREEPY, MARK MOORE, KENNEDY & KEN CROWLEY, AND JEFF & KAREN RUST ON THE FOOTHILLS PARKWAY AT THE 2008 SIX PACK TRIALS -MARK ANDERSON PHOTO