



SNIC BRAAAPP

NOVEMBER 2008

Vol. XI Issue No. 436, \$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-SECOND YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

FALL COLOUR TOUR TO STARVED ROCK

TEXT BY KIM “LOWER WACKER” JENSEN - PHOTOS BY THE AUTHOR AND JACK “SPUDS” BILLIMACK



SATURDAY, SEPTEMBER 27, BEGAN SUNNY (when you could see it through the fog!), with a promise of warmth for our annual “Doug (Larson) Run” to Starved Rock State Park near Utica.

ISOAers who met at R-Place Restaurant outside Morris included Jerry and Sandy Hurst (just for breakfast), Jack and Barb Billimack (TR6), Doug and Debbie Larson (TR6), Joe Kaplan (Spitfire), Joe and Rosanne Felix (TR4A), Bill and Kim Jensen (Spitfire), Frank Cartwright (TR7), new member Dave Catris (TR7 Spider), and Pete and Denise Ballard (Morris Garage TR). After a hearty breakfast and gassing up (the cars), we left for the 38 mile drive to the park along scenic back roads.



There were noticeable remnants of the recent flooding, but, thankfully, the roads were clear of debris. Doug shared with us that when he drove Rt.71 along the Illinois River the previous week, he had to swerve to avoid carp in the roadway!

We all enjoyed the exciting twists and turns on our way into the park so much, that in true ISOA fashion, we turned around and drove it again! After a bio break and some limb-stretching at Starved Rock Lodge, we agreed to head into Utica to stop at a local wine shop. Much to our surprise, the wine shop had set up outside under a canopy because the shop’s interior was still drying out from 2’ of water. Since many of us had to return for weekend chores, we traveled to Seneca via Rt.6 and then jumped on the Interstate for the remainder of the trip.

Once again, our many thanks to “Wires” for another great driving event. While we wait out the winter, we’ll look forward to the next fun run Doug has in store!



Lower Wacker

INSIDE YOUR NOVEMBER SNIC BRAAAPP

Fall Campout

Joliet Autobahn

Con “TR” ibutions From Across the Pond

Barrington Concours d’Elegance

Stumpy Joe’s Old Tire Lesson

S TTA G Progress Report

Elwood’s TRip to Watkins Glen

Engine Summer

Lots More Stuff



2008 TRIUMPHFEAST

TEXT AND GRAPHICS BY
BOB "SUDS" STREEPY



On what surely must go down in meteorological history as the simply nicest weekend ever [October 4th & 5th], a contingent of ISOAers convened at the bucolic lakeside residence of Kim and Judy Casper in Kansasville, WI, for the club's official fall campout/color tour. The assemblage included Jay Holekamp [TR4], Steve Yott [TR4A], Jim Doering and friend Cheryl [TR4], Bill and Kim Jensen [Spitfire], Irv and Vickie Korey [TR-WRX], Ken and Arlene Kendzy [TR-PT Cruiser], Mike and Bonnie Bulfer [Sports Six], Rick Paulson [Spitfire], Jack Billimack [TR6], Chuck Montague [Spitfire], Jack and Mary Lou Gleason [TR3], and your humble and obedient scribe [TR6]. The outdoor types pitched their tents and set



up campsites while the rest of us spent an hour or so visiting on Kim's deck enjoying the beautiful

view of Eagle Lake that his home offered.

Kim had prepared a low-key rally for his guests, and most of the group followed the scenic secondary roads to see how accurately they could complete the questionnaire he had written. He provided maps and information on local eateries for any who might



prefer to simply take a leisurely drive and dead reckon their way through the countryside.

After completing the rally, the group convened back on the grounds of the Casper Compound, and Kim gave us a tour of his immaculate and extremely well-organized shop. His pole barn included a drop-down spray booth, a powder-coating oven, a lift, and it was the envy of all us in attendance.

The group gathered around

the bonfire pit and shared its collective experiences from the day's driving tour. With clear skies and temps in the mid-70s, the atmosphere was about as close to perfection as one could imagine. Add to that scene, a great group of people and a million dollar view [of the lake, not necessarily of our Triumphs], and it was simply a fantastic way to spend a beautiful fall afternoon.

Many in attendance headed off in late afternoon, but several remained for a shrimp boil dinner before gathering around the campfire and further enjoying



the atmosphere and the company. On behalf of all who attended, we would like to extend our thanks to Kim and Judy for their hospitality and for sharing such a lovely day with us.

Suds



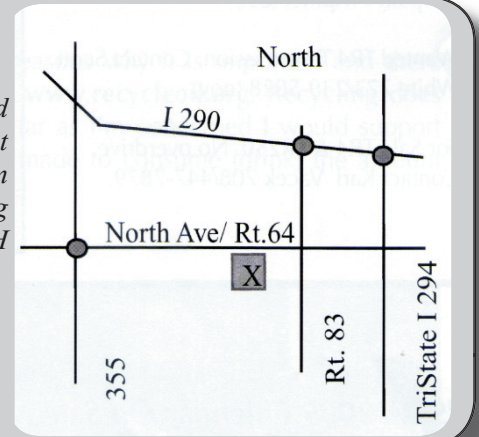


ILLINOIS SPORTS OWNERS ASSOCIATION

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 meeting.

All members are welcome to attend the Board meetings.



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
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]
	24th	Sat.		Big Bash '09
Feb.	8th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]*
	TBA	Sun.		British Car/Part Swap Meet, DuPage County Fairgrounds
Mar.	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.		ISOA Chili Party
Apr.	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	31st	Sat.		30th Annual "House on the Rock" Tour
May	Sun	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]

SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. All photos and disks will be returned upon request. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the authors and may not express the views of the ISOA board or the editorial staff. Notary Sojac Questions, Comments, Concerns, and Great Thoughts should be directed to

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

**SNIC BRAAAPP is published monthly by
VIDataPrint LLC - 847/683-9683**



A LITTLE BS FROM BS



NEWS AND VIEWS FROM THE BUSTED KNUCKLE GARAGE

Some of our newer members may not be familiar with the text and graphics that appear on the inside back cover of this month's newsletter. For that matter, some may not be familiar with the original that is being parodied. The original cartoon and narrative was written by the "Dean of American Cartoonists," John T. McCutcheon in 1907, and it appeared in the *Chicago Tribune* and many other papers for ninety years until it was deemed too politically incorrect to grace the pages of the self-proclaimed World's Greatest Newspaper. For

anyone not familiar with the original text, you may read it and view the original artwork at: <http://www.tkinter.smig.net/Chicago/InjunSummer/index.htm>]

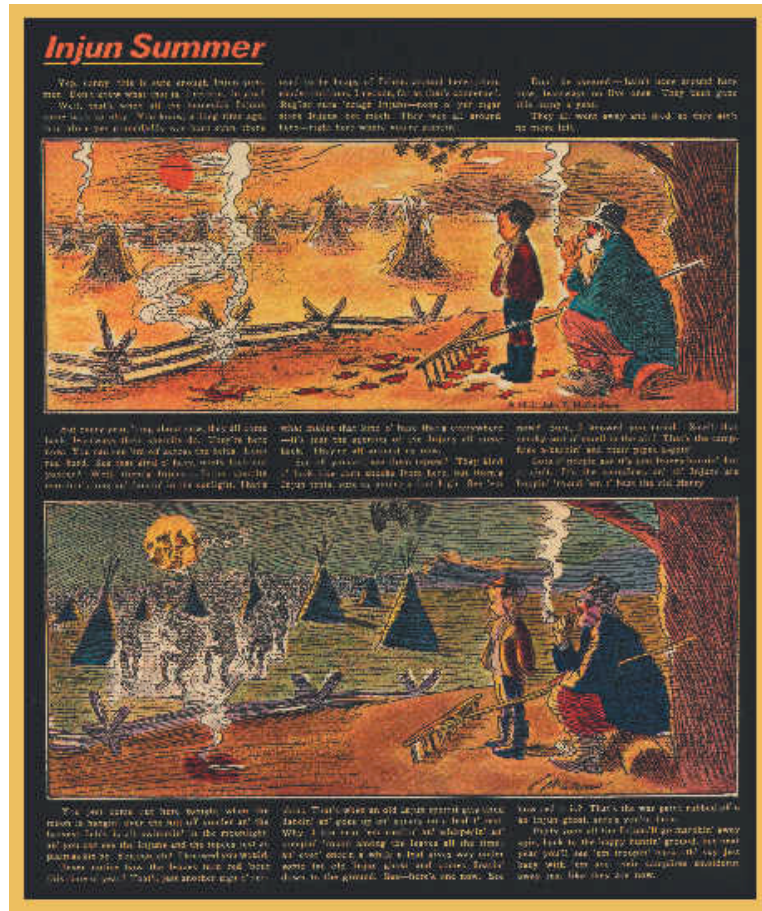
McCutcheon, a Pulitzer Prize winner, was born in the late nineteenth century, and his writing has a nostalgic warmth that won the cartoon many faithful fans. Reading "Injun Summer" the last weekend of October was a yearly ritual that was enjoyed by Chicagoans for nearly a century.

In 1975, the first editor of this newsletter, Rick Dentino, penned a parody of the McCutcheon classic

entitled "Engine Summer" that was an instant hit among SNIC BRAAAPP readers, and like the original, has made its appearance annually ever since. In the original version, a grandfatherly type character tells his young companion about the ghosts of long gone Native Americans returning once a year to dance around a campfire. I suspect that if someone tried to do this today, the child's parents would have the old coot committed for frightening their child, who would probably be sooooo bored by a story without animated graphics that he would call the child abuse hotline.

In the Dentino version, the ghosts of old British sports car drivers return for one more rally. [If you read the 1975 version closely, you'll find the origin of the name of this newsletter in the last sentence.] The subsequent editors of SNIC BRAAAPP, in homage to Dentino, have included his magnum opus each year about this time.

I hope that future editors of SNIC BRAAAPP, unlike those of the Trib, will continue the tradition regardless of how much the political correctness Nazis whine.



Suds

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



MOORE ON THE MARQUE
BY MARK "GUZZLER" MOORE



Many of you have told me that last month's President's column was the most enjoyable you have read since I took over as President. Thanks again to Streepy for giving me the month off. Suds took pity on me knowing that I was still in vacation mode, having just returned from the 6pack TRials in Townsend, Tennessee. This was a great event that was featured in last month's newsletter, but I thought I might still tell you a little more about the trip.

This area of the country is famous for its fine driving roads, mountain overlooks, and natural beauty. Since I am cheap, and the room rate was quite reasonable, it seemed like a perfect time to spend a few extra days to enjoy the area. Steve Yott agreed, so he and I left on Monday to spend some more time away and just relax. There would be plenty of time to drive the Triumph during the actual event, so we wanted to find another way to fill the first few days of the trip. While the endless putt-putt golf courses and bumper boats of Pigeon Forge were tempting, we chose to rent Harley Davidson's and try out The Tail of The Dragon on just two wheels.

Rain almost spoiled our biker adventure, but at the last minute, the skies cleared, and we decided to go for it. I have a Kawasaki Concours that I still ride quite a bit, but Steve sold his KZ1000 years ago. So after we showed the man at the rental counter our M class licences and filled out all the paper work, he said, "...now all I need you to do is

to drive around the parking lot for me." Steve was a little nervous. He hadn't been on a bike in fifteen years, and now he had to be scrutinized, but he drove the thing like he owned it! I had more trouble. I kept trying to put my feet where there were no foot pegs (Hard to get use to the forward floor boards).

We took off on the bikes and rode back to the hotel just to get a feel for the big beasts. After checking the maps, we decided on a route for the afternoon. The plan was to take the Foothills Parkway (a great road with gentle turns and picturesque overlooks) to The Tail of the Dragon (318 curves in 11 miles). Then



we headed on to Robbinsville, NC, for lunch at a great BBQ place and on to the Cherohalla Skyway (a mountain road that climbs almost 3,000 feet to 5,400 feet above sea level). By the time we made it back to the hotel, it was turning dark, and we had covered a little over 200 miles.

The next day we had the bikes until 1:30 PM so we headed off to drive through the Great Smokey Mountain National Park. Steve's bike gave us a scare when it appeared to be running out of gas in the middle of the park. It actually started counting down how many miles it would be until it was out. Luckily, when it got to 0, it started counting down again, and we made to the gas station. After filling up, we took one more run through the Foothills Parkway to the Dragon and stopped at Deal's Gap Motor Cycle Resort at the bottom. By now, we looked like hard core bikers and blended

in with all rest of the bikes at the resort.

Deal's Gap is an interesting place where everyone stops after running through the Dragon. You really need to if you drove through it hard because it's both physically and mentally taxing. Sitting outside at Deal's Gap, you see license plates from all over the country (even out of the country) on the motorcycles and sports cars that have come just to ride the Dragon. Everyone is friendly and wants to about talk bikes, sports cars or the great driving roads. There is the famous tree of shame (a tree filled with parts of wrecked motorcycles) to remind you that the Dragon is serious business and to treat it as such. After a short rest, we drove back up through the Dragon and back to the Harley dealership to turn the bikes in.

Steve and I clocked over 360 miles all totaled on those big bikes and loved every minute of it. Sure, we drove all the same roads over again in the Triumphs, but that's a whole other way to travel. All together I made six runs through the Dragon; three on the bike and three in the Triumph, and I can't wait for a chance to do it again. The biking adventure really added a nice twist

to a trip that was centered on driving some of the nicest roads in the country. It has made me start to think. Next time I'm on a road trip in an interesting part of the country, I wonder if I can find a dealership that rents Harleys?

Til next time-



Guzzler



PERSUASIVE MAINTENANCE



BY TONY BEADLE,
ISOA INTERNATIONAL BUREAU CHIEF
& SENIOR CORRESPONDENT

Ever since the automobile was invented drivers have employed a variety of techniques in order to keep their contraptions on the road. For many years a procedure that was advocated, particularly for older British vehicles, was a system known as 'preventative maintenance'. The idea behind this method being that the caring owner/driver would regularly (at the very least, each week) examine every aspect of his vehicle's functions, replenish its fluids, check tyre pressures, grease those components that needed greasing and generally ensure that all mechanical and electrical systems were in good condition.

For the seriously dedicated 'preventative maintenance' person, other tasks included doing engine oil and filter changes every 3,000 miles (instead of the 10,000 mile intervals recommended by the manufacturer), fitting new spark plugs, points and a condenser every year, replacing drive belts annually, etc, etc.

It has to be admitted, however, that there are quite a few people who simply do not have the patience or the perseverance to keep up such a rigorous schedule. Help is now at hand in the form of a brand new toolkit that has just been introduced here in the UK. Called the 'PMT' – Persuasive Maintenance Toolkit – it is designed especially for those who are looking for a simpler alternative to the complexity of preven-

tative maintenance programmes and want to reduce the amount of time that has to be spent working on a classic car.

Although the professional quality tools in the PMT are eminently suitable for the home mechanic, they may not be appropriate for some ISOA members at certain times of the month. And, as with all automotive tools and equipment, it is essential that the operator pays proper care and attention to the safety guidelines included with every PMT, particularly the section on protective clothing.

The Persuasive Maintenance Toolkit is currently available in three specifications: Basic, DeLuxe and Advanced.

The Basic PMT consists of the following items:

- One 5 lb Club Hammer
- One 8 lb Sledge Hammer
- One Steel-Capped Boot (It is essential to specify your shoe size and whether you prefer to use your left or right foot when ordering the PMT in order to maximise the efficiency of this item)
- Full instructions and safety guidelines

Unfortunately, there is not sufficient space here to list all the detailed PMT instructions, but for applying what has long been known as 'the technical tap' by professional technicians the procedure is fairly straightforward: Having located the component in need of gentle adjustment, clear enough space around it to give unimpeded access for the PMT 5 lb Club Hammer. If, after several applications, further adjustment is still required then put the PMT boot in. Should that fail to do the trick then the PMT 8 lb Sledge Hammer can be used as the ultimate solution. But remember, always seek expert advice if you are unsure about your ability to work with such a sophisticated piece of equipment.

The DeLuxe PMT includes everything in the Basic PMT, plus a 6hp, 15cfm, 150psi compressor and an assortment of impact wrenches, air chisels, angle grinders, saws, etc. It is important to note that the DeLuxe PMT is at its most effective between the hours of

5.00am and 7.00am on Sunday mornings, and it is only then that your friends and neighbours will come to truly appreciate the joys of pneumatic assistance. Ear defenders (for the PMT operator only) are obtainable as an optional extra. Also remember to look after the environment by collecting and recycling any shrapnel that is generated by the DeLuxe PMT.

Finally, there is the top of the range Advanced PMT. This includes everything already mentioned in the Basic and DeLuxe kits, but with the additional feature of the patented PMT 'Flame Axe'. Comprising of a complete set of oxy-acetylene gas bottles, hand gun, regulators and pipes, the PMT Flame Axe also comes with a unique set of nozzles that are guaranteed to loosen any stubborn fastener or quickly separate corroded panels from each other. Unlike the DeLuxe pneumatic equipment, extensive tests have proved that the Advanced PMT performs much better in the evenings, preferably after dark, and is at its very best around midnight.

According to a press release issued by the PMT manufacturers, research and development work is already taking place to augment the range of kits. "We have received a number of requests for tools that can be used for making finer adjustments," confirmed a company spokesman. "But so far the results achieved in our experiments with 1 lb and 2 lb hammers have been inconclusive. Further studies will be carried out in order to decide which one is the best tool for use in such intricate applications." However, the representative denied that this move indicated the company was considering the launch of a Precision or Lightweight PMT.

"The PMT brand has already established an enviable reputation in the motor trade for the performance of our products in heavy duty applications," he said, "And we have no intention of sacrificing our good name just because a few namby-pamby operators are unable to work to the standards our specialist equipment requires."



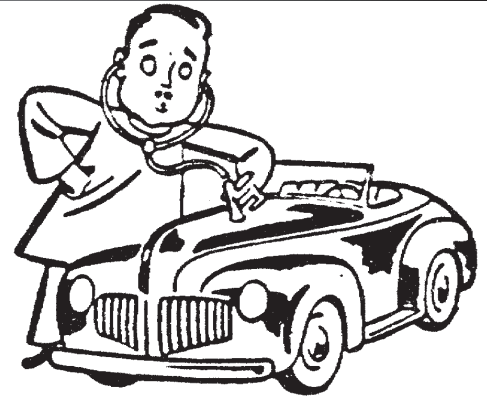
However, in an effort to keep up with modern automotive technology, PMT hinted that it has investigated the possibility of designing and making a Hi-Tech PMT for electronic and computer use. At the moment, the precise contents of this toolkit are a closely guarded secret and the PMT representative refused to comment when asked if it was true that experiments with a prototype rubber mallet had caused broken Windows.

While it is hoped to export the PMT to North America at some stage, the question of proper training and the necessary product liability insurance has yet to be resolved. "In the right hands, the PMT is perfectly safe," insisted the company spokesman. "But as with any similar type of equipment it can be abused. We are looking to set up a pilot programme to test the USA market and understand that there is an excellent demographic group known as the ISOA who are more familiar than most with the techniques needed to gain the maximum benefit from a PMT."

Copyright © September 2008
Tony Beadle



Ed. Note: We have shown this press release from our esteemed international correspondent to ISOA Techspurt Billy "Whizmo" Pyle who recommends the federal version of the stage III kit which includes the Milwaukee Sawzall -beware of cheap imitations. This easy to use tool quickly removes stubborn fasteners, rusted body panels, superfluous frame crossmembers and the occasional excess digit quickly and effortlessly. He adds that the tool is most effective when the tool, not the operator is sufficiently lubricated.

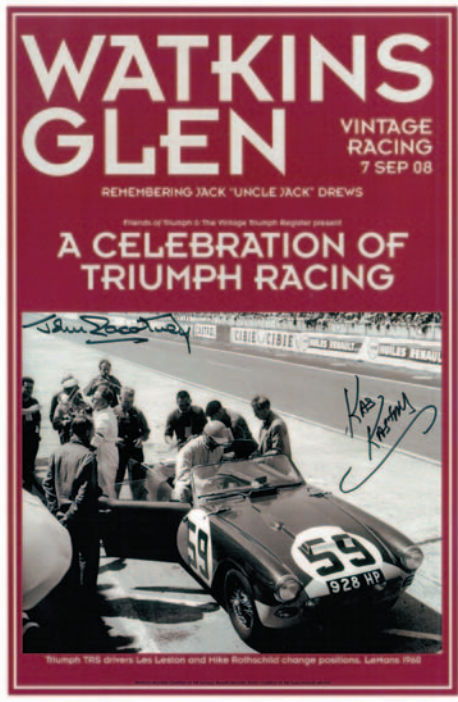


ISOA TECHNICAL ExSPURTS

- 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



Streepy & Mueller adopt the guise of locals to better assimilate at recent Six Pack Convention in Tennessee.



WATKINS GLEN VINTAGE GRAND PRIX

TEXT AND GRAPHICS BY
IRV "ELWOOD" KOREY

It doesn't take much convincing to get me to take a TR related road trip, so when the announcement was made in 2007 that TRiumph was going to be the featured marque at the Vintage Grand Prix at Watkins Glen in 2008, that event immediately was added to my calendar. Watkins Glen was a track that I had always wanted to race at, and even though I am no longer a racer (there are those who would argue that I never really was), I still wanted to experience The Glen. Fortunately, several other ISOA'ers felt the same way.

The Vintage Grand Prix took place September 4-7. Since cars were going to be on track that Thursday, we decided to leave Tuesday AM in order not to miss anything. A leisurely drive featuring as much off interstate driving as possible was planned, starting from our normal jumping off point in Chesterton. I met Power Bulge (TR4), Gizmo (TR6), and Cannonball (TR4), and after breakfast, we were away. The weather

was perfect, and I took up my customary sweep car position since I was in the Dolomite Sprint Saloon yet again. We had pre-arranged to meet John Korsak, a TR6 owner from Kansas, along our route, and met him in Angola, IN. The drive was as close to trouble free as it could be; the only mechanical issue was a bad generator on Cannonball's TR4. Being ever prepared, Jay produced a newly rebuilt generator, and away we went. We spent Tuesday night in extreme eastern Ohio where we picked up Ken Gano, a TR3 owner from downstate Illinois, also pre-arranged.



Wednesday's drive was also delightfully uneventful, and the weather was equally excellent. We found our motel in Elmira, NY, checked in, and then made our way to Watkins Glen International. The track is about a 30-minute drive from Elmira. We got there and went to registration and received a happy surprise. Each racer got a limited number of free crew passes at every event in which he races. If the driver needed more than what he got for free, then there was a charge for overcrew. ISOA's Dennis Delap listed all of us as crew, and we planned to split the overcrew fees for however many exceeded the allowable number. At registration, we all ended up



getting in for free.

We got our credentials and then went into the paddock area to find the TRiumph people. We made our way to the TRiumph paddock area and found Dennis and Joan and many other TR racers that I knew. We hung out at the track, and then that evening, 14 of us went to the Seneca Lodge for dinner. The Seneca Lodge is to The Glen what Siebkins is to Road America. The place was packed with racers, crews, and workers, and it was one big party.

Thursday morning we decided to visit the town of Watkins Glen. Watkins Glen is a few miles from the track, and in the late 40's and early 50's, the racers drove through town and in the surrounding countryside. Once it was decided that that was a bit too dangerous, the racetrack was built. We walked around town for a couple of hours and found the start/finish line for the original street circuit. The town has tons of racing related ephemera, including paying homage to many of the famous drivers who raced there over the years by casting their names and their accomplishments into the sidewalks. Very cool.



On Friday, in addition to the racing, there was a ton of special activities geared to street TRiumphs and their owners. There was a museum tour, a caravan to the track, a parade lap around the track, and then a caravan into town. In town on Friday afternoon, there were special "Legends of the Marque"



speaking, including Kas Kastner, Hardy Prentice, and Brian Redman. At the track, those racers who wished to, lined up for the drive from the track into town in their race cars. One of the features of the Vintage Grand Prix was a re-enactment of the original street circuit by a limited number of racecars. As featured marque, as many TR racers as wanted to go were allowed this privilege. I lucked out and was able to ride into town in Tony Drews' wicked fast TR4. We left the track in a caravan with TRiumphs in front and behind us, and headed into town. As we rounded a curve heading into Watkins

Glen, we were amazed at the crowd of people lined up to see the racecars. We made a right turn onto the main street in town, and there were thousands of spectators lined up. We waved to Cannonball, Power Bulge, and Gizmo in the crowd as we arrived in downtown Watkins Glen.



The cars were parked and on display for about an hour. Then, the racecars were lined up, and we drove 2 laps of the original 6.6 mile street circuit. There were people along the entire route, waving, taking photos, and generally

enjoying themselves. We even saw a group of people sitting at a table with a linen cloth, drinking wine out of crystal goblets. As we drove by, they raised their glasses to toast us. We were enjoying ourselves as well. This was a memorable experience for those of us lucky enough to be a part of the re-enactment.

The weather stayed great for most of the weekend. We had a little bit of rain Saturday AM and a sprinkle late Sunday PM during one of the last races. On Sunday, ISOA'er Greg Fantozzi, who has a house not too far away from the track, joined us at the track. The all TRiumph race on Sunday was quite a show, with over 40 TRiumphs taking the green flag and only a couple of cars failing to finish. And then, like all good times, the event was over, and it was time to head for home.

Elwood

Limited #dition 2009 ISOA Club Calendars now available!!

Packed with colour photos of your favorite cars, i.e. Triumphs, the 2009 calendar features TR Series, Spitfires, Wedges, and even a 2000 Roadster [not the Honda S-Type!] This 8 1/2 x 11 publication will make a great addition to any office, home, or better yet, garage. Available for only \$7.00 each or three for \$20.00 with quantity discounts available.,they will be on sale at the next monthly meeting or by mail [add \$2.00 for postage and handling]. For further details, contact Joe Pawlak at 847/683-4184, or e-mail Stagfire@foxvalley.com.

Any proceeds after covering printing costs will be donated to the ISOA tool fund.





PEBBLE BEACH COMES TO CHI-TOWN

TEXT AND GRAPHICS BY BOB "SUDS" STREEPY

For many years, as faithful followers of Snic Braaapp know all too well, I have regularly used the tag line "Not the world's nicest, just the most expensive" in reference to Casper, my beloved TR3A. While my cost overruns on the restoration of this car were legendary, often rivaling those of the Pentagon in consistently going beyond the projected final expenses, there was supposed to be an element of "tongue in cheek" in the expression which I used to describe the car. Apparently, someone from the Barrington Concours d'Elegance read that line and took it literally since Casper was selected for display at this year's 2nd annual "Legends and Legacies" exhibit held at Arlington Park racetrack on October 5th. I should have realized



that this was not going to be your typical car show when Casper and I were asked to appear on the Channel 5

Sunday morning news to help promote the event. [I thought that it was kind of amusing that while the lady from the event told Rob Elgas that the cars in the show were all worth six or seven figures, the cameraman was panning along the front apron of my TR3.] I also did a phone interview with the Daily Herald about

the car. The reporter inquired at to what kind of wardrobe I planned to wear for the show. I told her that I was going in period costume – Tie-Dye T shirt and bell-bottoms, after all, the car is a 1960, but she didn't seem amused. I was even more taken aback when I got a call from the head judge inquiring about the size of the pistons [87mm vs. the stock 83mm] and the implication that changing the displacement could mean a "gig" from the judges. There are lots of things on my TR3 that have been downgraded by TRA and VTR judges over the years, but I've never had anybody question the size of the cylinder bore before. I began to wonder what I had gotten myself into. By now, I had received numerous phone calls, several mailings and a Fed Ex package with information about where to be, when to be there, how much gas to have in the tank, etc.

The Concours actually included more than just a car show. There was a "Celebration of Speed" at the Joliet Autobahn [\$300.00], a welcome dinner [\$60.00 a plate], a road rally through Barrington [\$125 per car], a cocktail gala [cash bar], and a jewelry party [no admission, but if you have to ask the price of the item, you most likely can't afford it]. I opted to pass on these ancillary events and drove over to the track early Sunday morning with no small amount of curiosity about what I had gotten into.

I lined up behind a long string of enclosed trailers pulled by hired drivers. I assumed many of the owners were probably still in the arms of Morpheus but that they would be arriving by private jet in time for the complimentary champaign brunch which was served until 11:00. [The complimentary luncheon in the VIP room [not tent]

began at 11:30, so that it was possible to spend the entire day eating and drinking, not necessarily a bad thing.

After parking [they had a reserved spot for me that included an acrylic easel with a couple of paragraphs on TR3s in general and mine in particular,] in the British Invaders – entry level UK sporting car class, I took a few minutes to look around at the most incredible collection of world-class cars I had ever seen. I have been going to cars shows, man and boy, for over fifty years, and I can honestly say that this was the most awe-inspiring collection of rolling stock that I had ever witnessed. There were twelve classes, each with no more than



ten entrants. In the my class, there was a TR2 [the ice blue one which took best of show at VTR] from Michigan, an MGB



that came from Maryland, a gorgeous TR4A from Barrington, an Austin A50





from Wisconsin, and some more MGs and Healy's. There was a class for Italian sports cars that had Ferraris, Maserattis, Alpha Romeos, and some other cars that I had never heard of. There were horseless carriages in all their brass glory, prewar



leviathans – Packards, Duesenbergs, and Lincolns. There was a class for Pony Cars, but not the type you encounter at the local cruise night – these cars had racing pedigrees and were in the stratospheric price range. There were European exotics on display and a class called "Fin Fatale" for 50s American cars. There were classic bikes on display, including full dress Indians, Triumphs and a



1950 Vincent Black Shadow and also a class for racecars that was incredible. To say that I was impressed would be an understatement. [Gob smacked maybe?]

My son joined me around 9:00 Am and we had coffee and strolled to the auto cross set up in the parking lot.



Porsche had a Cayman and a Boxter there for VIPs to test drive around a course, and I managed, as usual, to kill a bunch of cones, but I did it a lot



quicker than I usually do in my TR6. Then a professional driver took me around to show me how it was done. Pretty cool. We also test-drove a Hyundai Genesis around a slightly less challenging course, but still it was a nice touch.

It started to drizzle around noon, and soon it was pouring, sending many of the spectators for the exits. The organizers actually brought out sheets of plastic to cover the cars and bikes while the rains came down. While I waited out the rain in the VIP lounge watching the Bears romp over the Lions, I saw David Hobbs, the guest of honor, who raced Triumphs at leMans..

I spent some of the down time watching a team of students from the McPherson Colleges Auto Restoration program assemble a Model T in about twenty minutes. I also read about the 1937 BMW 328 on display that is considered the forerunner of the modern sportscar. When the Nazis invaded the Netherlands, it was hidden from the invaders in a farming village and then driven at top speed to a museum where it was hidden in the basement for the duration of the war.



[A careful examination indicated to me that Walter Belgrove was probably quite familiar with this car, if you get my drift.]



The organizers moved up the awards presentation due to the weather, and by a little after three, I was on my way home, but not before receiving my goodie bag- or more accurately my goody bucket- a five gallon pail, with the car show logo that included a 64 page full color glossy program book, a custom metal license plate with my name and the type of car, glassware, leather/brass key fob, chocolates, Meguires detailer – full size not sample with a micro fiber towel-, hat pin, a some other stuff that I probably forgot.

My expectation for this event was that the people there would be a bunch of tight asses in tweed jackets would most likely look at my car [and me] with obvious disdain. As usual, I was wrong. The participants were cars guys, only they had rarer cars and more money than most of us. I can't count the number of people who mentioned their affinity for TR3s or said with some sense of fondness in their voice that they used to have a Triumph.

Our cars, as well as some of us, may be blue collar compared to the Delahayes or Maserattis,[and their owners] but as Mike Cook has said, "Triumphs may not have been the European cars that Americans loved first, but they were the ones they loved the most."



Suds



TEXT AND GRAPHICS BY
JOE "STAGMEISTER" PAWLAK



The repair bits for the front quarter panel finally arrived, which allowed me to start fitting them that evening. There is still a package missing, but it is supposed to be on the way. The packing slip says it cleared customs on 9/28.

There are a couple of engine parts that we still need that must have gotten lost, but I'll regroup with the team and get them re-ordered.



The timing chain tensioners are NO good! This style does not supply enough oil flow to the chains and causes imminent failure. They used to provide the correct style, but we will have none of these bad ones installed in this car!!!

I was joined Saturday by Don Sheldon, Jack Billmack and Bill Jensen to do some additional grunt work with some final sanding operations. The last

major part of the car to sand is the engine bay. A couple of hours should complete that task.

Welding started Saturday morning. Even with the repair panels, I still had over 100 holes to weld shut between outer panel and the inner arch. When the previous twit had drilled holes to pull the panel out, he drilled through the inner panel, too. Much work was done to straighten this out.

No significant rust damage was detected despite the holes. This took longer to repair than planned. Panels were welded in, and, by early Saturday evening, I was putting on the initial coats of filler. By 10 PM I just could not muster any more energy and retired for the day.

Sunday at 7 AM I started to block out the filler from the previous day and continued the repetitive steps of fill & sand until we had a nice straight panel. Don Sheldon returned on Sunday and got the underside painted. It will be ready for final undercoating operations after the body paint has completed.

The repair patches took care of a lot of damage, but the upper part of the panel was still very warped from the previous botched repairs. A full replacement panel would have been great, but I realize the budget dictated otherwise.

There is still some fine touch-up work remaining, but I hope to get that in during the week after work.

We just may make the paint schedule before the snow flies. I will purchase the rest of the primer and paint needed this week. I estimate we are 3 weeks behind schedule. Hopefully, I will get some helpers back after many abandoned me for summer activities.

Cheers,



Stagmeister

Late Braking News! Just as we went to press, we received the following message from the Stagmeister, along with an updated graphic. Stay tuned!

Toolman and Stagmeister pulled the TTA Stag from the rotisserie and primed the back sides of the doors, boot and bonnet.

Additional work to completed by the end of October includes:

- Interior boot sanding
- Interior car sanding and cleanup
- Wheel well painting
- Paint blocking/wet sanding and fixing of defects
- Epoxy and surface prime boot and valences
- Prepare auto trans for shipment-start misc part paint
- Paint boot-paint engine bay
- Paint inside door areas
- Paint hood stowage area
- Paint door jams





MEADOW-DALE RACEWAY FIFTIETH ANNIVERSARY

TEXT AND GRAPHICS BY

JACK "SPUDS" BILLIMACK

Following our participation in the annual fall breakfast run on Sept. 27th, Barb and I decided to stop by the site of Meadowdale Raceway on our way home. There was a special ceremony held that day, rescheduled from a few weeks earlier due to torrential rains, to celebrate the fiftieth anniversary of the track's opening. We got there about 1:30, and I'd guess there were several thousand people there – including many local dignitaries.

Several clubs had booths, and there were many photos of period cars and of the track as it was in its heyday. Old movies were shown of races in the late 50s and early 60s. The daughter of the original track owner gave an inter-



esting history of their family and why her father built the track. She said that he loved racing and had enough money to build it on their property. Ross Foscender, co chair of the event and the person who spear-headed the save the silo fund raiser several years ago, gave a brief re-cap of some of Meadowdale's races and high points.

Quite a few drivers who had raced there sat at "conversation tables," and anyone who wanted to could join them and discuss their racing careers and experiences. A number of old pro drivers

had come to town two weeks earlier for the original date, but were not able make it back to Chicago for this rain date.

Visitors could walk on portions of the old track, and a number of historic/vintage race and "period" sports cars were exhibited along the old main straight, or they could ride a hay wagon pulled by a tractor around the shorter 2.9 (?) mile track. There were plenty of cars on display as well, including the Lincoln Carrera racecar of ISOA members Mark and Lori-Ann Fisher.



All in all, it was a most enjoyable one-time event, and I'm glad I attended.

Spuds



IN MEMORIAM

PAUL NEWMAN, 1925-2008

ACTOR, HUMANITARIAN, AND TR6 RACER.

By Steven Cole Smith

Paul Newman's profession was acting, but his passion was racing. He died at age 83 after a battle with lung cancer that had been well-documented in many of the tabloids these past two years, but he faced his illness the same way he lived his life: quietly and with dignity.

Arguably the most talented of the celebrities-turned-race drivers — and

inarguably the most successful — Newman raced sports cars at Daytona, Le Mans and Sebring. He began racing rather late in life because, he said, "It's the first thing that I ever found I had any grace in. I'm not a very graceful person."

Paul Newman first got serious about motorsports in 1968 while making *Winning* (1969), which revolved around the 1968 Indianapolis 500, but he wasn't really able to begin racing until four years later. He picked up his basic skills in a Lotus Elan, purchased an ex-Bob Sharp Datsun 510, then finally took an ex-Group 44 Triumph TR-6 to a hard-fought class championship in the Sports Car Club of America (SCCA) run-offs at Road Atlanta in 1976

This was Paul Newman: "You can't be as old as I am without waking up with a surprised look on your face every morning. 'Holy Christ, what do you know — I'm still around!' It's absolutely amazing that I survived all the booze and smoking, and the cars, and the career."



OLD CARS---OLD TIRES--
AND MASTERCARD

TEXT AND GRAPHICS BY
DAVE "STUMPY JOE" KAYSON



I bought a 1979 Volkswagen convertible with 20,000 miles. I know it's not a Triumph, but it does have the same size tires as a TR3 (165 SR15). Anyway, the car seemed to function well. I changed the oil and thought I was ready for a trip to St. Louis [a 300-mile trip] to store it at my mother's home. I checked the tire air pressure, a critical handling factor on a Bug. The tires looked good; there was plenty of tread and no air loss. The only thing I had discovered that was faulty was the gas gauge, the hard way. But that's another story. I asked my wife, Jan, if she thought I was crazy driving the car instead of renting a trailer. Her answer was subtle, at least in my opinion. I took her to mean, "Go for it." The next thing I did was call Hagerty, my insurance agent, and up my tow package to 125 miles. Both the car and I were ready.

With Jan following in the chase car, I headed off to St. Louis. It was one of those 100-degree days this summer. The car had a little vibration, but nothing that balancing the wheels wouldn't cure. About 100 miles down the road, I got a bad vibration in the car. I called Jan on the cell, and she said the right rear tire was wobbling badly. We pulled off at the next exit. I dug out the jack and spare. Pleasantly, I found the spare was unused...[there's a difference in unused and brand new, but that's later.]

With the spare on, we were back on the road and doing beautifully. At 200

miles, the left rear started wobbling. Of course, I wanted to make it to where I thought there was a tire store. I also knew I was close to the 125 miles that Hagerty would tow. The tire wobbled for a while and then blew out. Now, on the shoulder of Interstate 55, I had to change the left rear (yeah the lane beside the 18 wheelers). With Jan mumbling things like, "I think you should call for a tow," "This is stupid," and, "I don't know why I agreed to marry you 31 years ago." Ten minutes later the wobbly spare was back on the car.

We limped into Lincoln, Illinois, stopped at an information station, and found out where a tire shop was. I talked with the manager, and he said, "Can you make it 35 miles down the road to Springfield?" I answered emphatically "NO." Of course, Jan was shaking her head in agreement. Not only was the car in jeopardy, but it appeared my marital status might be as wobbly as that tire.

The manager made some calls, and the warehouse had 40 tires in stock. This was 3:30 on Friday, but they would put the car inside and replace the tires Saturday morning. Jan and I headed to St. Louis in the chase car. Most of the conversation on my side was, "Yes Dear." We actually got to Lebanon, IL, about 6:00 when the manager called and said that the car was done. One of the guys drove from Springfield with the tires, but when he saw the Bug, he wanted to stay late and finish the car. I had an appointment Saturday AM, and my 40th class reunion that evening. I made arrangements to pick it up Monday, and the tire store kept it inside.

Jan and I boarded an Amtrak early Monday morning. The station in Lincoln was right across the street from the tire store. There is nothing quite like a romantic train ride to restore a wobbly relationship. The VW's wobbly ride had been restored with 4 new tires and MasterCard.

Again, Jan and I were on the road, this time historic Route 66 between Lincoln and Sherman, IL. We slathered on the sunscreen, put down the top and

thoroughly enjoyed the 35 miles of Route 66. The VW performed superbly. The temperature was still near 100, but, the tires were new. We arrived at our destination without incident.

Here's what I learned and I think this applies to Triumphs as well.

- 30-year-old tires are dangerous, even if the tread only has 20,000 miles.
- The spare was unused -not new- because it was also 30 years old.
- On my tires the steel belts separated due to age, heat, speed, and number of miles traveled.

I love the look of redlines and didn't want to pay Coker's price for my TR6. Sure I've got plenty of tires with a ton of tread...just as many of you do. I put in new inner tubes and thought I was fine. If you are going to drive with old tires, I don't recommend it. Here are my suggestions:

- Make your trip less than 50 miles.
- Don't exceed 50 miles an hour.
- Extend your roadside coverage.
- Make sure you have a good credit line available with MC.
- Fortify your relationship with your significant other undertaking before undertaking any TR excursion.



Stumpy Joe



LBC'S OVERTAKE
AUTOBAHN IN JOLIET!

(Well, a few of us did anyway!)

TEXT & GRAPHICS BY
KIM "LOWER WACKER" JENSEN



Friday night, August 22, the Southwest Side members of ISOA were treated to an evening cruise night at the private Joliet Autobahn Country Club. WDRV (The Drive 97.1 FM) radio along with

the Autobahn sponsored this event in conjunction with the 2nd annual Bobby Rahal Historic Races. What was really special about the evening (besides being 10 minutes from home!) was that we took a "parade lap" around the 3.56 mile (21 turns!) course. I just TOLD Boy Toy that I was driving; he had no choice! What fun it was to power Miss Elizabeth (Spitfire) in those corners; the only problem was that some other drivers took that "parade lap" talk to heart and went too slowly! Joining us to proudly represent ISOA were Jerry and Sandy Hurst (TR6), Joe and Rosanne Felix (TR4A), Pete and Denise Ballard (Morris Garage TR). We're hoping that this event is repeated

next year, and we'll be sure to get it scheduled on the club calendar early to have more of our ISOA friends in attendance. It was really awesome!



Lower Wacker

TAPPET IN TRAINING

BY MARK "TR ELVIS" COSTELLO

I was knocked out when I discovered what it was as I unwrapped it. I was like Harry Potter when he got his first broom, a Nimbus 2000 with a kick-start kick-stand, or like Ralphie from *Christmas Story*, ripping away the wrapping until he unveiled an official Red Ryder carbine-action 200-shot range model BB gun with a compass in the stock.

It's coming up on a year since my wife and kids surprised me with my greatest birthday gift ever, my first electric guitar. My first electric guitar; a black/white Kona Strat knock-off with a whammy bar! How cool is that?

It came with picks, a chord chart, a 10amp-amp, *Electric Guitar for Dummies* Cliffnotes Edition, and a crappy strap.

Man, I had lived 38 years to the day and talked about wanting to learn to play guitar for at least 35 of them. The gift said, "Put up or shut up. Plug in and sit down." So I did.

I'll tell you, I've had a blast learning the electric guitar for the last 10 months. I'm not any good yet, but I'm a hell of a lot better than I was a year ago. Instant guitar virtuoso was just not in the DNA.

So I've made it a goal to drive

the 7 and to jam with the The Spinal Tappets. They haven't invited me yet, but I don't think they'd mind too much. I mean, what good is learning to play the guitar if you don't play with the world's greatest house band?

And what good is owning a Triumph if you don't belong to the world's greatest car club? I see my guitar and my British car interests running parallel courses. This is assuming, of course, that the 7 is running. Anyway, for both interests, I got in late. And, I got in cheap. And, I'm glad I'm in.

This goal will not be easy, nor should it be. Therefore, I have determined, at least at this time, that the goal needs to be approached in two stages.

STAGE ONE: - THE 7

Starting now, I start back on the 7 and will have her ready to go in '09. I missed all, as in every one, of the events this year in which I could have driven the 7. That killed me because it was such a great summer to drive with 93 million miles of headroom. I have big hopes for this car. I want to get it running, I want it looking clean. I want to go cruising with the club, and I want to go cruising on my own. I want to teach my kids to use the manual transmission in it. I want to stop making lame excuses for it not running. I

want to go golfing with my clubs buckled in the passenger seat enjoying the ride. Obviously, until I stop walking past the 7 and start picking up a manual or wrench, this is merely talk. But, it is now in writing, so it is a contract of sorts.

STAGE TWO: THE GUITAR

I really need to start taking some guitar lessons. I think I've gone about as far as I'm ever going to go on my own without some help. Some sage advice from Silo: "Guitar Rule #1: You ain't gonna grab for it, if it ain't within reach." He was obviously talking about the guitar as I try to practice that every evening. I can say with absolute certainty that if the guitar was not in my immediate vicinity at most times, the passion may have waned long ago.

As it is, whammy bars, and distortion, and feedback, and volume do wonders for keeping me coming back for more. Now, if I can just get that passionate about sway bars, distributors, back pressure, and voltage, I'll be able to cruise to a Tappet session with my guitar buckled in the passenger seat enjoying the ride.

elvis
09/27/08

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

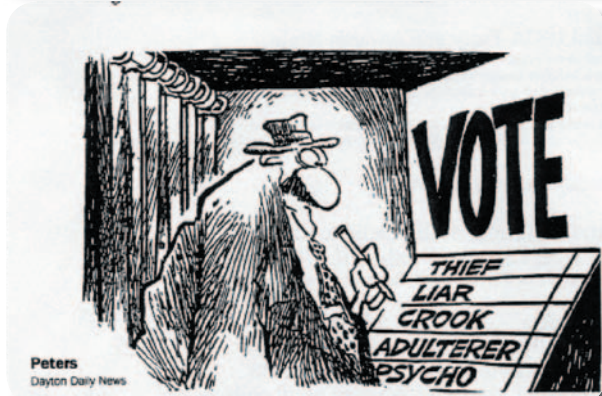
BIG BASH 2009



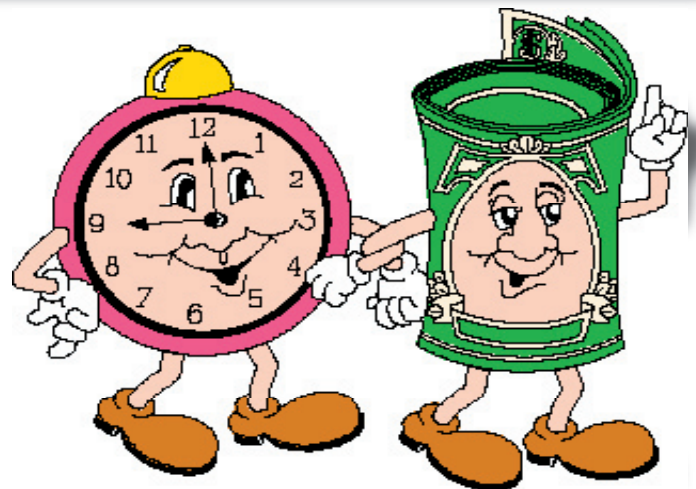
- WHAT:** The Annual ISOA Party & Awards Night
- WHERE:** DesPlaines Elk's Club
495 Lee Street, DesPlaines, IL [ph. 847/824-1526]
- HOW MUCH:** \$30.00 per person
- WHEN:** Saturday, January 24th, 2009
6:00 PM Cocktails [cash bar] & hors d'ourves
7:00 PM Dinner [choice of entree: beef, fish, or chicken]

Bring your check to the next meeting or mail to:

Kim Jensen
903 Lilac lane
Joilet, IL 604353



We will be accepting nominations for the 2009 ISOA Board of Directors at the November general membership meeting. To be eligible for the board, a member must have belonged to ISOA for a minimum of one year. Elections will be held at the December meeting.

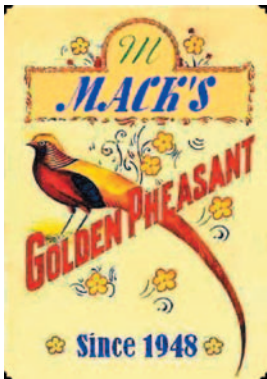


Dues for the fiscal year 2009 must be paid by March 31st, 2009. If you have joined since Sept. 2008, your membership is good for the year 2009. If you are unsure of your membership status, contact Tim Buja



OCTOBER ISOA MEETING NOTES

[In Case You Missed It]



Just over fifty ISOA members gathered at the Cavern Club [AKA Mack's Golden Pheasant] on Sunday, October 5th, to attend

the club's monthly general business meeting. Mark "Guzzler" Moore called things to order a little after seven PM. Eddy Ulm [TR4, TR4 ½] and Katherine Stevens and Carsten Kell [TR6] were the only admitted first timers in attendance. Kim "Lower Wacker" Jensen brought a few of the remaining Spinal Tappets to sell. Tim "Tool man" Buja spoke about the changes that have been made to the website and the club email list. The new system should be fully operative soon –should be up and running by the time you receive this issue of the newsletter.

Tim also mentioned that Joe Pawlak, who was not present, needs help on the TTA Stag project, and now that the driving season is winding down, hopefully we can spend some time at the Hampshire Triumph Ranch to help out the Stagmeister.

Much of the evening was spent in recapping the myriad of events that had occurred since the August meeting. Kim spoke about the Orphan show; Mark talked about the White TRash Night at Sycamore Speedway, and several people spoke about the BCU

show at Morraine Valley. Tim Mantel described the Watkins Glen vintage races which featured Triumphs this year, Mark talked about the Six Pack TRials, Kim talked about the breakfast run to Starved Rock, Jack Billimack spoke about the Meadowdale 50th anniversary commemoration, and I mumbled a few syllables about the Barrington Concours.

After a break, Kim Casper described the activities he had planned for the fall campout at his place in Kansasville, WI. Terri Underhill spoke about tentative plans for the Big Bash, and Jack reminded the assembly of the upcoming nominations and elections for the 2009 board. He also mentioned the Toys for Tots drive.

The raffle was won by Joe Kaplon.

The Peter M. Roberts nominees were: Jack Billimack (nominated by Jim Aldridge) for providing him with a TR6 rocker shaft; Jack Billimack –again- (nominated by Mark Fisher) for loaning Silo an engine hoist; and Carsten Kell (nominated by Tim Buja) for buying his wife a TR6. Spuds won the coveted award in a very close contest.

Only one Boomer nomination was given; Jeff "Stalker" Rust received the award for calling Buja about what he thought was a faulty alternator, only to be told that the unit was functioning correctly. Apparently, Jeff had never seen one that worked before properly and didn't know how it was supposed to behave when charging.

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



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

For Sale: Last Call for “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 Nov. meeting or call 815/729-9731. Remaining CDs will posted to the Triumph list after Nov. 3rd. 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 PJGJKG@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]

•**For Sale:** 1979 Spitfire. 46,167 miles. Not restored, garage kept, new clutch, new water pump, hardtop, xsteveschmidtx@hotmail.com [11/08]



SNIC BRAAAPP

Coming in your December newsletter

- Sir Bentley’s Holiday Gift Guide
- Cont “TR” ibutions from Across the Pond
 - Holiday Prose & Poetry
 - Letters to the Editor
 - Toys for Tots Run

Lots of other stuff

On sale at better newsstands Dec. 1st



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

- | | |
|-------------------------|-------------------------|
| Rick Lapinski 11/02 | Sheila Mantel 11/13 |
| Ray Gobberg 11/03 | Kim Jensen 11/13 |
| Donald Sheldon 11/03 | Rick Crider 11/14 |
| Katherine Stevens 11/04 | Carol Barnett 11/16 |
| Mark Stevens 11/05 | Pat Morgan 11/17 |
| Patrick Lobdell 11/06 | Jack Billimack 11/18 |
| Al Christopher 11/06 | Lorrie-Ann Fisher 11/18 |
| Craig Jesseman 11/07 | Kim Casper 11/29 |
| Dee Sikora 11/11 | Nancy Scherer 11/30 |
| Mark Costello 11/11 | |

NEW MEMBERS

[memberships - 161; members - 232]

Rick Betuker, 183 Tilden Ln, Bolingbrook, IL 60440
H:(630) 679-9536 - EMAIL: red75tr6@yahoo.com
75 TR6

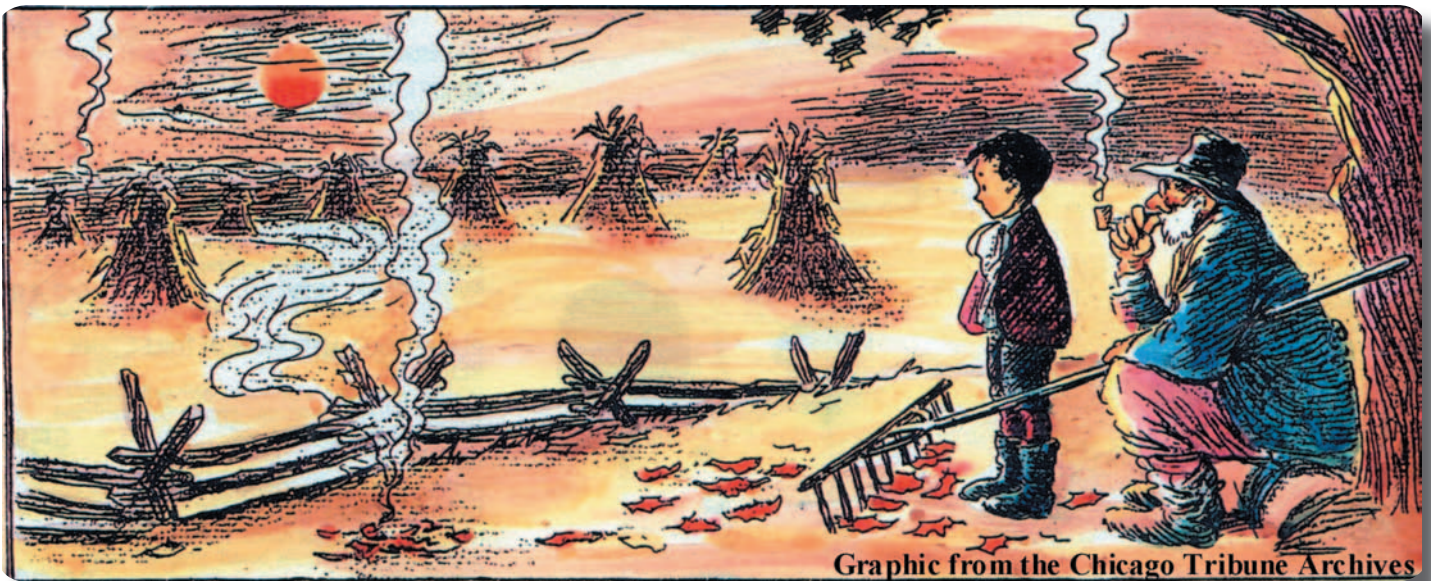
Ryals Cheek, 1664 Macedonia Rd., Ellijay, GA 30536
H:(706) 635-7679 - EMAIL: BrtsHrcngGrn@aol.com
62 TR4

Katherine Stevens & Karsten Kell,
515 Killarney Pass Cir
Mundelein, IL 60060-1260
H:(847) 566-1714 - EMAIL: karstenkell@yahoo.com
74 TR6

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 email thebujas@comcast.net

ONLINE ROSTER ACCESS INFO



Graphic from the Chicago Tribune Archives

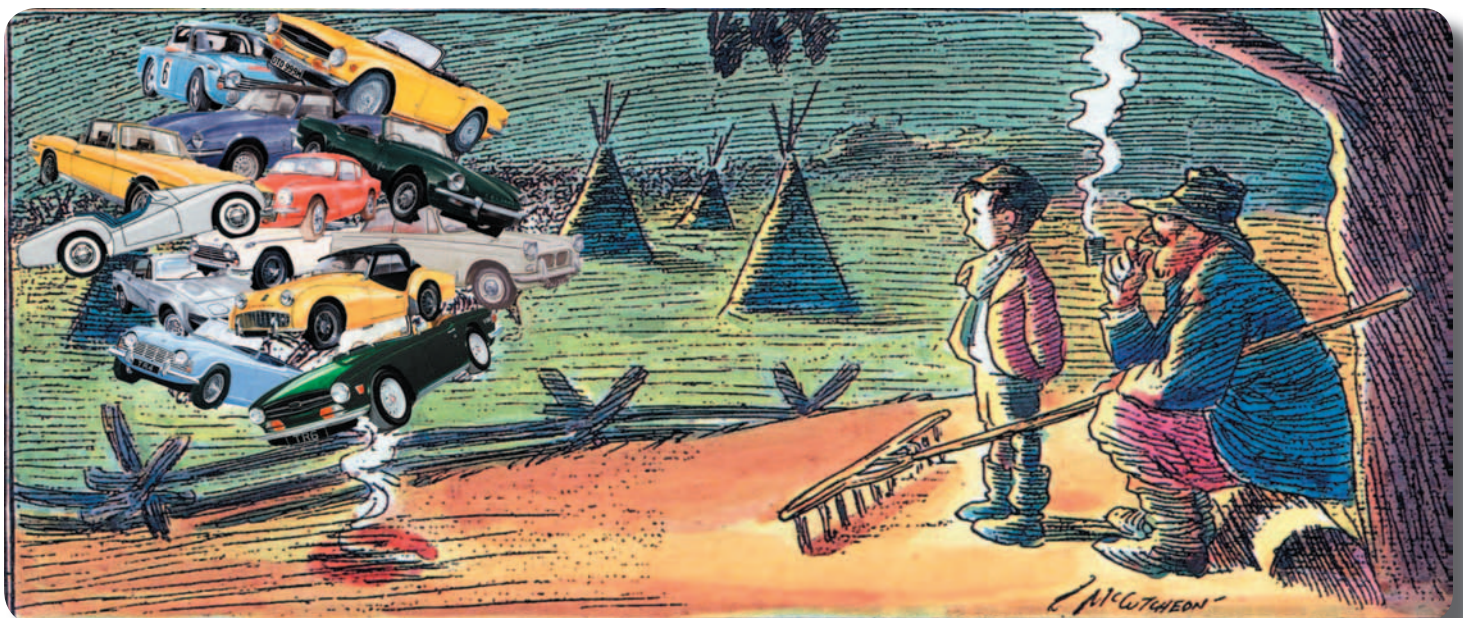
Yep, Sonny, this is sure enough Engine Summer. Don't know what that is, I reckon, do you? Well, that's when all the homesick ol' sportscar drivers come back to play. You know, a long time ago, back in your pappy's time there used to be heaps of fur-in roadsters around here - thousands - MILLIONS, I reckon, far as that's concerned. Reg'ler, sure 'nough European sportscars. None o' yer Japanese jobs - not much! They wuz all around here - right where yer standin'. Aw, don't be skeered - hain't none around here now, leastways no NEW ones. They been gone this many a year. They all went away and died, I s'pose.

But every year, 'long about this time, they all come back. Leastways their sperrits do. They're here right now. You can see 'em off down the roads. Look real

hard. See that kind o' hazy, misty look out yonder? Well, them's ol' sports car drivers. . . sperrits drivin' along with their tops down in the sunlight. That's what makes that kind of haze that's everywhere...it's just sperrits o' British car nuts all come back. They're all around us now. See off yonder; see them autocross cones? They kind of look like corn shocks from here, but them's cones, sure as yer a foot high. See 'em now? Sure, I knew you could. Smell that smokey sort o' smell in the air? That's the gas a-burnin' and their exhaust pipes a-goin'. Lots o' people say it's just leaves burmin', but it ain't. It's the leaded gas an' the nuts are a-tearin' around to beat ol' Harry! You jist come out here tonight when the moon is hangin' over that hill off yonder an' the harvest fields is all swimmin' in the moonlight, an' you can see the Triumphs an'

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

Rick Dentino 1975



SNIC

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

BRAAAPP

THE REAR VIEW MIRROR

NOVEMBER 2008



*JAY HOLEKAMP'S 1964 TR4 ON "THE TAIL OF THE DRAGON"
AT 2008 SIX PACK TRIALS - KILLBOY.COM PHOTO*