



SNIC BRAAAPP

JULY 2009

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"Git 'er Done!" Publications, A division of the Busted Knuckle Group

NEWSLETTER OF THE ILLINOIS SPORTS OWNERS ASSOCIATION

DEDICATED TO THE ENJOYMENT AND PRESERVATION

OF TRIUMPH SPORTSCARS

CHICAGOLAND'S OLDEST AND MOST ACTIVE

TRIUMPH ENTHUSIASTS CLUB

NOW IN OUR FORTY-THIRD YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

ISOA STTAG PARTY!!

A TRIUMPH OVER TRAGEDY

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



A gathering of nearly one hundred members of the Illinois Sports Owners Association convened at the municipal park in Burlington, Illinois, on Sunday, May 31, 2009 to celebrate the completion of the Triumph TransAmeriCan Chair-ity Drive project car. The 1973 Triumph Stag, which underwent a total restoration involving more than 30 ISOA volunteers who spent an estimated 1500 hours preparing the car for its debut, was completed only hours before it went on display at the picnic.

As virtually all of our readers know by now, the car suffered a catastrophic transmission



failure during a test drive the preceding week. Through the truly heroic efforts of many ISOA members, a replacement gearbox was sourced from Oklahoma, and a replacement overdrive unit was acquired from Colorado. The parts were shipped to Steve Yott's home in Silver Lake, Wisconsin; however, the layshaft was lost in shipment, making the rebuild impossible. At the last moment, Victoria British offered to donate a shaft and have it overnighted to Steve's on Saturday, May 30th. The part arrived via Federal Express around 11:00 AM on Saturday. Despite working with a broken wrist, Steve [with help from Roman Hrynewycz and Jay Holekamp] rebuilt the gearbox and overdrive, bench tested it, and had it on its way to Hampshire by 5 PM. There, Joe Pawlak and a team of volunteers were waiting to install the transmission and overdrive. In preparation, they

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INSIDE YOUR JULY

SNIC BRAAAPP

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- Champaign Car Show Show
- Carlisle Swap Meet
- Kanzler writes on Auto-philosophy

Lots More Stuff



had installed the newly rebuilt and balanced driveshaft, new fuel and brake lines, cleaned the oil from the interior, detailed the car, installed the pinstripes, the replaced the exhaust, and laid out the equipment needed to install the trans. The crew worked until after midnight, only to discover that the flange that mates to the driveshaft was for a Volvo. Steve drove down from Silver Lake at 8:00 AM on Sunday morning with the old flange, which fortunately was just about the only part from the previous gearbox that wasn't totally destroyed.

With the correct flange in place, Joe Pawlak was able to drive the car from his home to Burlington in time for the club picnic. It was a Hollywood ending to a story that began fourteen months earlier when Joe first explained his plan for our club to provide the labor to transform a derelict Stag into a pristine show car. The Stag will now be driven by John Macartney in his cross-country charity drive to raise money to treat Post Traumatic Stress Disorder.



After lunch, Joe spoke to the crowd and recapped the story of the charity drive, the acquisition of the car and its restoration. He also recounted the near disaster of the transmission explosion that nearly scuttled the project car. He explained how during a test drive, while shifting from 3rd to 4th gear, the transmission exploded and sent shards of metal into the interior, the pavement, and a nearby cornfield. The undercarriage was damaged, and the exhaust system, fuel lines, driveshaft and brakes lines were damaged or destroyed. The exact cause of the failure may never be known with certainty, but Joe theorizes from the damage inside of the transfer case, that a thrust washer holding the counter shaft may have broken, sending the entire gearcluster through the side of the gearbox and into the undercarriage. The car was, in effect, finished when the failure occurred, and the events of the week between the explosion and the unveiling are truly remarkable.

Joe thanked all of the ISOA members who helped during the project, but he singled out several individuals who voluntarily gave up practically every weekend for a year and half to work on the car. Those receiving special recognition were: Chuck Montague, Don Sheldon, Rich Scholl, and Roman Hrynewycz, along with Kathy Pawlak who provided nourishment, along with her husband, for a year and a half. He also credited Steve Yott for his mechanical



expertise in rebuilding the engine and the transmission, and Tim Buja for providing photos and text for the TTA website.



The presence of the TTA Stag in Burlington on May 31st is compelling proof that ISOA is clearly a very special group of people. As Joe said in his very emotional



speech, "ISOA is like family, and when things get tough, family takes care of its own."



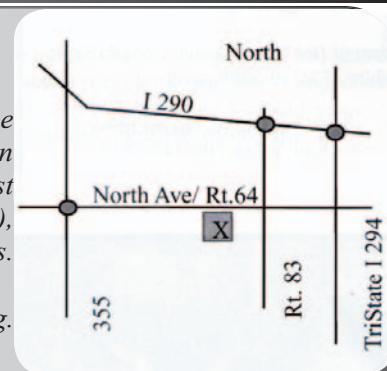
Suds



ILLINOIS SPORTS OWNERS ASSOCIATION

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

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



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
July	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	9th-12th			IOLA Car Show & Swap Meet
	12th	Sun.	12:00 PM	ISOA Outing to see Kane County Cougar Baseball Game
	26th	Sun.		ISOA North Shore Famous House Tour & Ravinia Outing
Aug.	2nd	Sun.		TTA Charity Drive visit from John Macartney, <i>featuring the Spinal Tappets</i>
	7th-8th			The Roadster Factory Summer Party - Armagh, PA
	9th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] <u>Not the first Sunday!</u>
	9th	Sun.		Heartland British Car Show, Quad Cities
	15th-23rd			ISOA Summer TRip to the Tail of the Dragon
	22nd	Sat.		Euro Auto Fest - Oak Brook
	23rd	Sun.		Orphan Car Show - Kendall County Fairgrounds
	23rd	Sun.		Geneva Concours
	28th	Fri.		White Trash Night - Sycamore Raceway.
Sept.	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	13th	Sun.		23rd Annual Chicagoland British Car Festival - Oakton Community College
	20th	Sun.	9:00-3:00	Cantigny Car Show
	24th-26th			Six Pack TRials - Long Beach Island, NJ
	30th-10/04			VTR National Convention - San Luis Obispo, CA
Oct.	4th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]

**For an extensive listing of Chiagoland car related events, click on
<http://www.carshownews.com/national/IL.htm>**

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 of SNIC BRAAAPP. Objects in "The Rear View Mirror" are larger than they appear. 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

As I watched and listened to Joe Pawlak speak at the TTA Stag debut picnic in June, I was struck by the sheer volume of effort from ISOA, not only on this project, but also its history of commitment to excellence over the years. I first became aware of the existence of our club in 1985 at the VTR convention held at Pheasant Run in St Charles. I could not begin to grasp the effort that went into hosting a national convention then, and like many attendees, I really didn't pay too much attention to what had gone on behind the scenes to make the event a triumph [pun intended]. That would all change in 1995 and again in 2005, when I became more involved in helping put on the convention. Even though I was only a worker bee in helping put on those events, I certainly developed a sense of appreciation for the dedication and sacrifices of the key personnel involved.

After the 2005 VTR, I said that hosting the event was somewhat analogous to planning a large wedding. Often there are months, if not years, of planning that go on behind the scenes. The guests are oblivious to the sacrifices made by the principal organizers, and few outside of the "inner circle" ever know of the obstacles that have to be overcome. There are times when tempers flare as people very close to one another reach the very edge of ruining long-time friendships. Having been

involved in the planning of two weddings and two VTRs, I find the parallels striking. I have seen relationships that were strained to the point of breaking during the preparation, but all seemed to be forgiven when the big day finally rolled around, and things came off according to plan. ISOA people have displayed a way of putting the good of the group ahead of individual egos in order to achieve a desired end-result. But it doesn't always work out that well. There are VTR chapters that have been irrevocably split while planning a convention, and there are certainly extended families that never got over some of the "issues" [who chooses the guests, where do they sit, etc.] that have to be addressed at a big wedding.

The TTA Stag project certainly met or even exceeded those demands on ISOA posed by a VTR convention. The commitment from the entire team of club members who helped, regardless of their task or the length of time they volunteered in restoring "Uncle Jack," is remarkable – and that was before the catastrophic gearbox failure of May 24th!!

If ISOA ever was "tested" in terms of its intestinal fortitude, the explosion of the Stag transmission that Sunday, one week before its coming out party, certainly put the club to the test in near Old Testament Biblical proportions. I suspect even Abraham would have begun to question the club's resolve after the Big Bang on Engel Road that left the pristine undercarriage and interior looking as if an IED had been detonated underneath it. The explosion scattered transmission parts over a quarter mile!

What followed in the coming six days was nothing short of a miracle. Rather than dwell on who or what caused the catastrophe, Joe and the team focused on overcoming the problems and getting the car ready for its coming-out party. In rapid order, a replacement gearbox was located in Texas, driven to Oklahoma and shipped to Silver Lake. An overdrive came from Colorado. Rebuild parts were contributed from

Quantum Mechanics in Connecticut, and Victoria British donated a shaft to replace the one lost in transit from Colorado. Replacement fuel and brake lines were formed, the oil from the failure in interior was cleaned, the tranny and overdrive were rebuilt, bench tested, and driven to Hampshire in time for a near all night work session to install it in time for the picnic. [It's important to note that unlike a TR 2-6, with which many of us are familiar, the installation of a Stag gearbox is considerably more complex and time consuming.]

The fact that the car was driven under its own power from Joe's home to the Burlington Park for the club picnic is absolutely amazing. Everyone who helped on this project from Joe on down deserves a special place in the ISOA Hall of Fame. As Joe said, "The experience proved once again that ISOA is like family and family helps one another." This was never more abundantly clear than during the TTA project. There may be other clubs that might have been able pull something like this off [although I doubt it], but we did it. There are still a myriad of things that could happen to "rain on our parade" before the car is turned over to a new owner in San Luis Obispo this October, but regardless of whatever happens between now and then, the time between May 24th and June 1st had to be ISOA's finest hour. As the Stagmeister wrote in one of the countless emails that came across cyberspace during that fateful week, "It was only a flesh wound."

*Suds*

PS – Let's hold off on hosting a convention for another year or two...

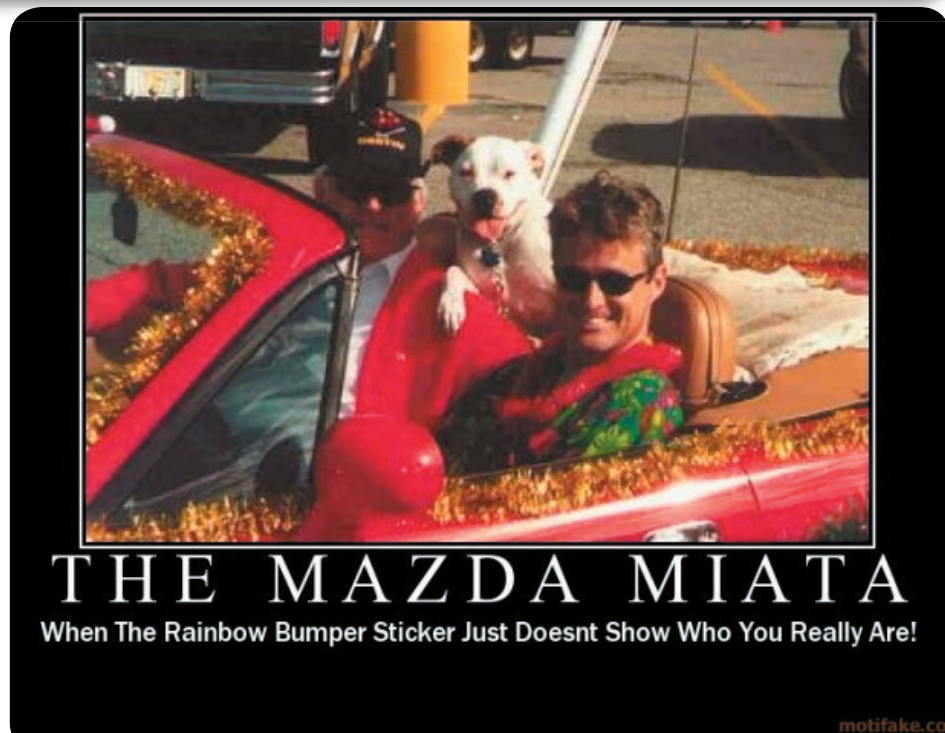
Frequent Snic Barf Contributor Dave "Rumpus" Kanzler has crafted a philosophical treatise in which he enters into the realm automotive metaphysics and postulates on the correlation between cars and their drivers. Our suspicion is that there is far more truth than fiction in his text. Snic Barf invites it readers, all three of them, to submit a response.

MORE THAN LIKELY A POLITICALLY INCORRECT ESSAY
BY DAVE "RUMPUS" KANZLER

Let me start off by saying that I have nothing against Mazda Miata drivers. I believe that Miata drivers should have equal rights and even be able to marry each other. I have a good friend who is a Miata driver. And, while I don't normally admit this, I even test drove a Miata once myself. I had just ended a relationship with a Toyota MR2, and I guess you could say I was in an "experimental" phase, but it was only just once, honest. Last year when I was in California on a year-long client assignment and looking for a car, it being California, I briefly thought about buying a Miata when a friend sent me this picture.

It seemed unfair to imply a link between the Gay Community and Miata drivers. I mean that is like saying that most male interior decorators are gay, and that is just silly.

A recent question by my 10 year old son about the meaning of the word "stereotype" got me thinking: What does the car say about the driver? When I bought a Datsun 240Z, a co-worker's husband, who is a German car master mechanic, said, 'Yes, that is an accountants car.' I've always regarded the BMW Z3 as a "woman's" car. Why? No reason,; it just speaks to me that way. Is it any less masculine looking than an MGB? Probably not, but there it is. I can see why horsepower is associated with masculinity, which seems like an obvious connection. After all, my Uncle Al's 1969 Boss 302 Mustang pretty much looked like it



could kick your ass just sitting there. Corvettes always struck me as if they are trying too hard to impress, like maybe their owners are insecure about the size of their "manifold" if you get my drift.

I explained to my son that some scientists believe that there is an evolutionary basis for stereotyping, and that it is probably hard-wired in our genetic makeup and probably not all bad. Stereotyping "all animals with big teeth and claws will eat you" probably helped cave-men with the ability to stereotype to survive over ones that said "Here kitty, kitty."

In conclusion, I will leave you with a true story of two stereotypes. One proved false, and one proved true. See if you can guess which is which: mini-van drivers are boring, and Porsche drivers are jerks. Years ago I was driving home

in my Dodge Caravan from a day of sailing with three nannies (two English, and one Swedish) who were friends from my single days. They were wearing shorts and bikini tops. We were being followed by a guy in a Porsche turbo convertible who was desperate to pass us as we were ONLY going the speed limit down North Avenue. When we got to a red light, he pulled up on my left over the yellow line so he could pass me when the light changed. I rolled down the window and said, "Porsche Turbo, no women. Dodge mini-van, three hot women; what is wrong with this picture?" He flipped me the middle finger, we laughed, and then he gunned it through the red light.

Rumpus

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

CON "TR" IBUTIONS FROM ACROSS THE POND



THE EIGHT SECONDS THAT CHANGED MY LIFE

BY TONY BEADLE

ISOA INTERNATIONAL BUREAU CHIEF
& UK SENIOR CORRESPONDENT

Stuck in the bumper to bumper traffic for over two hours, I was one of four young men entombed in John 'Danny' Daniels' overheating Austin Westminster as it edged towards the A30 on a narrow back road around the eastern perimeter of Blackbushe Aerodrome on Sunday 19th September 1964. We were among the thousands of expectant people who had been lured to the 1st British Drag Festival by the promise of some truly spectacular motor racing action, the like of which we were told had never been seen in this country before. It was almost noon by the time we had joined the main road queue, filed slowly through the entrance gate and found somewhere to park, and the meeting was already well underway. The temporary grandstands were overflowing and, as we rushed across the grass towards the runway, it became clear that the only spaces at the chestnut paling

fence lining the quarter mile were closer to the finish line than the start.

Around the start area the spectators stood a dozen or more deep, so we stuck to our position on the fence towards the top end of the temporary drag strip as a succession of British sports and racing cars trundled past. Because the fence fanned out at an angle from the track

we were quite a distance from the cars and this had the effect of making their progress seem somewhat pedestrian. After a period of this rather tame activity everyone was getting a bit bored and murmurs of discontent began to circulate. "Is this all there is to see?" and "I don't think much of this, do you?" were typical of the remarks that could be heard, and my friends and I were also questioning the wisdom of spending our hard-earned money to watch such a lacklustre event.

Then the public address loudspeakers announced that one of the American drivers would be making a run. Necks craned eagerly to the right in an attempt to see what was going on, but the starting line area was crowded with onlookers blocking our view. Suddenly a bright red dragster appeared, being pushed by a '57 Chevrolet, and the pair of vehicles proceeded sedately along the track until they were directly opposite us. The driver waved his hand in the air, the push car slowed down and the dragster coasted silently along on its own for few yards before doing a U-turn and coming to a halt. We watched intently as the push car lined up behind it once again.

By now the commentator had explained that this car was a Top Fuel dragster called the Valvoline Special being driven by a man called 'TV' Tommy Ivo, which meant absolutely nothing to any of us. As the Chevy accelerated, pushing the dragster back towards the start line, the supercharged Chrysler V8 engine suddenly exploded into life and a tremor of excited anticipation rippled through the crowd. With its motor at an angry idle, the dragster disappeared into the throng at the start and everything went quiet again. We looked at each other in bewilderment. "Is that it?" somebody asked, their disappointment palpable from those three small words.

However, out of sight from the vast majority of spectators (especially those of us at the far end), the dragster had performed another U-turn and Ivo was patiently waiting until the engine had warmed up to the proper temperature before pulling forward to the start line. Then, just as the whispers of unrest were beginning to grow in volume once more, there was a tremendous 'Braaap!' that sounded like a clap of thunder as Ivo cleared the throttle. The hangers-on around the start line parted instantly as if Moses had suddenly appeared on the shore of the Dead Sea and the red dragster inched forward, its blown Hemi V8 rumbling fiercely.

The starter who, up until then, had gone largely unnoticed as he waved off the other competitors in a rather desultory manner, was now tensely poised in a half-crouch with one flag pointing dramatically at Ivo and the end of the other holding down the timing switch. After a brief delay Ivo nodded to show that he was ready and in one fluid motion the starter leapt high into the air pulling the flag off the switch and flourishing it over his head.

At this signal the dragster's engine note instantly erupted to become a thundering crescendo as Ivo floored the accelerator and dropped the clutch: 'Whaaaaaaap!!!!' The big rear slicks started to churn and then the back half of the red car disappeared in billows of white rubber smoke as the dragster charged down the runway, spinning the tyres for the entire quarter mile.

As he crossed the finish line, Ivo shut off the motor and pulled the parachute. For a few seconds there was a stunned silence as twenty thousand people collectively held their breath. Then, as one, the entire audience starting jumping up and down with excitement, cheering and applauding so loudly that it was difficult to hear the announcement: "Tommy Ivo has just run 184mph in 8.58 seconds!" That just made everyone cheer even more, louder and longer; and Ivo received an even bigger ovation upon his return down the temporary drag strip in front of the push car.

Those few seconds changed my life forever. From that moment on I became totally infatuated with drag racing and hot rodding. Even now, 44 years later, just writing these words has brought a lump to my throat as I recalled the incredible emotions I experienced on that wonderfully dramatic day at Blackbushe.

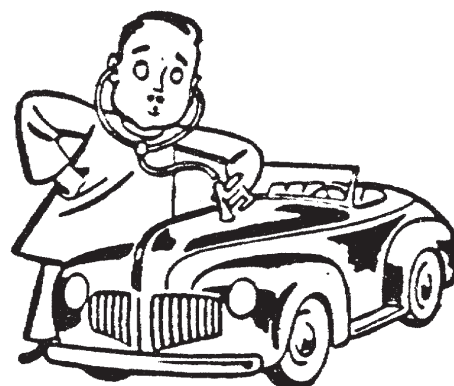
My only regret is that, due to my limited writing skills, it is not possible for me to adequately describe the sheer intensity of feeling generated by seeing that one dragster run to anyone who wasn't actually there. You have to realise that we were used to driving beat-up, secondhand four-cylinder cars that struggled to reach 60mph and could only dream of what it was like to go 100mph. 'Doing the ton' was still regarded

as a major milestone in any young motorists' life in the '60s and here was somebody going nearly twice that speed in just over eight seconds – engulfed in a cloud of tyre smoke and accompanied by the thunderous roar of engine noise like nothing we had ever heard before – is it any wonder that everyone got so excited?!

Subsequently I was intensely involved with drag racing in the UK for many years; helping to prepare Santa Pod Raceway for the very first drag racing meeting, together with my brother Don teaming up with Allan Herridge and winning the 1968 British Drag Racing Championships, as Secretary of the National Drag Racing Club, competing with a number of different machines and then taking up writing about cars for a living. Drag racing has been a tremendous influence on my life and it all goes back to those eight seconds, the sight – and sound – of Tommy Ivo's Top Fuel dragster.



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Tony Beadle February 2008*



ISOA TECHNICAL EXSPURTS

TR3	Bill "Whizmo" Pyle 630/773 4806
TR4	Pat "PowerBulge" 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



CHAMPAIGN BRITISH CAR FESTIVAL

TEXT BY JOE KAPLON
GRAPHIS BY JACK BILLIMACK

The 2009 Champaign British Car Festival was marked by ideal weather with perfectly running Triumphs and fun and friendship that kept creeping up just like mile markers on a country road. Emily and I always look forward to the weekend – this being our 11th



outing to Champaign. This year Em was at the wheel of the Spitfire and I manned the TR3A. We hit the highway on Friday of the holiday weekend, meeting up with Jack and Barb Billimack in their TR6 and Murray Bruskin in his TR3A. We arrived at the host hotel in time to pick up info packets and say hi to friends not seen in a year. The Friday dinner was a short drive to the west side of Champaign for great pizza. We staked out our parking lot patrol chairs and talked Triumph stories into the

night.

Emily and I both drove the Saturday morning Funkana course for a few good laughs. Afterwards we had time

to walk around the U of I campus and drive past the newly expanded Memorial Stadium. The event planners had a cruise or rally Saturday afternoon,



both ending at an Italian Restaurant for dinner. The cruise was 60 mile loop around Champaign County on empty country roads, except for the occasional 14' wide John Deer tractor that needs 3/4 of the road. (We



only need 4' of the road to squeeze by.) The long caravan streaked past newly planted fields and small communities enjoying the sight of 40 British open top sport cars parading

by. Before dinner, the entire group was treated to a behind the scenes tour on the Dallas & Company Costume Supply and Magic Shop. This turned



out to be more than just a costume shop. The store and back rooms had an assortment of items that kept our interest. See my new friend....After a fine dinner at Manzella's Italian Restaurant, we headed back to Hawthorn Inn. By now, the ISOA contingent had grown to include Frank Cartwright, Mark Moore, and Ken Crowley.

The weather Sunday Morning continued to be near perfect as we wiped the morning dew off the cars and moved the show area. We met up with Peter, Christie and Lauren Conover, who drove down that morning. Lauren was doing all the driving in the MINI, getting her required miles behind the wheel before going for her Drivers License.



Frank, Murray, and Mark, and Tom Berger all took home awards from the people's choice voting. We all packed the cars up and headed north in the afternoon for a pleasant drive home.

Joe



WISCONSIN BRITISH CAR FIELD DAY

TEXT AND GRAPHICS
BY BOB "SUDS" STREEPY

The Wisconsin British Car Field Day was held on Sunday, June 21st, in the municipal park in Sussex, Wisconsin. This year's event drew a record crowd, including nearly two dozen ISOAers. A large contingent of them were led by Steve Yott and took the scenic back roads through the picturesque Kettle Moraine region. This party, consisting of the aforementioned "Drippy," and daughter Mallory, Thanos Kourliouros, and son, [both of whom celebrated Father's



Day in the company of their progeny] Jay Holekamp, Jim Doering and friend Cheryl, Jack Billimack, Joe and Kathy Pawlak, Kim Casper, Don Sheldon, Mark Moore, and your humble and obedient scribe. The group rendezvoused in Wilmot for breakfast around 8:30 and enjoyed a fine meal before meandering through the rustic roads of southern



Wisconsin, careful to avoid churchgoers, bicyclists, hay wagons and the remains of numerous deceased woodland creatures along

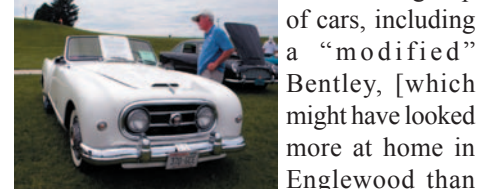
the way. Joe and Kathy brought the TTA Stag out for its first public viewing and were later rewarded with a trophy for their efforts.

The drive to Sussex took a bit longer than expected and the group, which had become disjointed a few miles from the event, arrived around noon. They were welcomed by the

ISOA advance party consisting of Bill and Kim Jensen, Tim Buja, Frank Cartwright, Chuck Montague, Bob Steele, and Joe Kaplon, along with Jay's brother Harry who had driven in from Madison. As always, the Father's Day show drew a nice group



of cars, including a "modified" Bentley, [which might have looked more at home in Englewood than Sussex], a Kaiser



Darrin, and a Ford Anglia which had not been street-rodded [yet]. There were at least

25 TR6s, and a like number of Spitfires present, along with double-digit numbers of TR3s and TR4s, along with a huge assortment of Wedges



The park is somewhat unique in that the focal point is what appears

to be a crater about 50 yards in circumference, which, following the torrential monsoon of the previous day, was filled to capacity with brackish, brown liquid resembling water. The cars, which numbered nearly 200, encircled the temporary lake and made for an interesting vista.

The show organizers use the proceeds from registration and admission fees to benefit charity, and they enlist the services of a local scout troop to provide sustenance to hungry car exhibitors and spectators with the profits of the food sales also going to a good cause.

While we waited for the votes to be tabulated, our group opted to pose their cars and themselves for an exclusive ISOA group photo. When the awards were presented, the TTA Stag received a trophy, as did the



Jensen's Spitfire and Steve's TR4A, not too shabby for arriving an hour before the voting ended. The flatlanders headed back to the Land of Lincoln, by way of diverse routes. Unfortunately, as we went to press, your correspondent received late word that the Jensen's and Chuck Montague's Spitfires both had some "issues" that required the employment of flatbed tow trucks. Sordid details will be revealed at the July meeting.

Suds



STANDARD TRIUMPH



SPRING BREAKFAST RUN

TEXT BY BOB STREEPY GRAPHICS BY
THE AUTHOR AND JACK BILLIMACK

On Saturday, June 14th, 18 Coventry Irregulars in eleven LBCs set out to participate in the year's first official "ISOA Breakfast Run," although truth be told, as we almost always do on the pages of this rag, it should have been called a break-



fast, lunch, and dinner run. Jack and Barb Billimack [TR6], Sandy and Jerry Hurst [TR6], Frank Cartwright [TR6], Jim Aldridge [TR6], Roam Hrynewycz [TR6], Doug and Debbie Larson, [TR6], Tom and Diane Berger, [TR6], Joe and



Rosanne Felix, [TR4A], Bill and Kim Jensen [Spitfire 1500], Pete and Denise Ballard [MGB], and your humble and obedient scribe [TR6] met at "R" Place



Restaurant at the intersection of I-80 and Rte 47 in Morris for a leisurely breakfast. Our plan was to visit the twin "cities" of Standard and Triumph, Illinois. We figured that if we couldn't actually visit Coventry to visit the ancestral home of our favorite sports cars [except for Pete and Denise who will have to drive to Abington, VA, to do so], we could at least visit their sister namesakes here in the heartland. And so it was that Doug mapped out a route along some secondary roads that would take us figuratively [if not literally] to Standard Triumph.

The weather conditions were less than ideal when we headed out around 9:00 AM, but the

forecast called for clearing skies throughout the day, especially south of I-80. Tom mentioned over breakfast that he though he might be having some fuel-related issues, and as it turned out, his



assessment proved prophetic. No sooner had we left the parking lot when his car stalled. Several participants in the caravan offered suggestions, and we checked the ignition components to make sure





that the usual suspects were ruled out, i.e. points, condenser, rotor. The car soon started, and we headed off to Starved Rock State Park, which we have since renamed "Starved Fuel" State Park since Tom's car suffered a few more "lapses" along the way. After taking a little break to snap a few photos, enjoy the scenery and use the necessary facilities, we headed back to our cars for the next leg of the trip, which would take us to Standard. Again, we paused briefly to attend to Tom's car, which had stalled. More and more it looked as if the car wasn't getting fuel, hence a fuel pump problem.



An hour or so later we arrived in Standard, IL, [pop. 300]. We drove around the one square block community and took a couple of pictures. Again, Tom's car didn't seem to be getting fuel, and he decided to replace the pump. Diane seemed surprised when Roman, Frank and I each offered the use the spare pumps we all had in our trunk, and we opted to use Frank's, since it was recently rebuilt, and he lived nearest to Tom and Diane. While Roman, Frank and Tom tended to the wrenching, the starter on Pete's MGB refused to disengage from the flywheel. Joe whipped out a floor jack, and soon the B was up in the air and Pete was underneath removing the starter. Doug had wisely suggested that a

nearby cinder block be inserted under the car, "just in case." Doug's recommendation proved to be an astute one, since the car slipped off the jack while Pete was underneath. [Aside from some soiled unmentionables, Pete was unharmed



thanks to that cinder block.] In the meantime, Tom had finished exchanging fuel pumps, and the remedy seemed to work since the TR6 started without hesitation.

We then meandered along the back roads to Troy Grove, birthplace of Wild Bill Hickock, on our way to Triumph. Once again the TR6 stalled, and once again the fuel pump was replaced, this time with an electric unit, again courtesy of Frank. The swap took a few minutes, and to pass the time, Roman and I spent our time trying to prevent a couple of curious puppies from running into the road to "help" Frank and Tom. Once again, the TR6 started right up, but this time it kept running for the remainder of the day. By now we were a bit behind schedule and Jim passed on the lunch stop and headed back to Romeoville. Tom and Diane also decided to head for home, and the remainder of our party went to Triumph. This was at least the fourth time

we have made the pilgrimage to our car's namesake village, and little had changed since our last trip. We stopped for a picture, and this time nobody backed into any of our cars, unlike our last previous visit when Doug's car got whacked.

From Triumph we drove northeast to stop for a sandwich in Sandwich. Along the way, we completed our British Motoring wordplay game by driving through Leland, close enough to Leyland for LBC trivia players. We got to Sandwich later than we had planned, but we had the restaurant all to ourselves, perhaps for good reason. [Ed note: Since our mother always preached that if we can't say something nice about someone, or in this case, some place, don't say anything at all. We'll just leave it at that.] After lunch, we broke up and headed our separate ways.



Once again, Doug proved to be a great route planner, and everyone who participated agreed that the event was well planned and organized. Granted, the run consumed a bit more time than we had anticipated, but it can sometimes be time consuming to diagnose intermittent stalling problems. Fortunately, we were able to solve the issue on the side of the road, and Tom and Diane returned home safely under their own power. Besides, if

you're going to spend a little more time than you plan, how much better can it be than spending it with good people under sunny skies in a Triumph in Triumph?

Suds



CARLISLE IMPORT SWAP MEET



TEXT AND GRAPHICS BY

BOB "SUDS STREEPY"

While the winter doldrums certainly have their downside for heartland Triumph enthusiasts, one must concede that occasionally they spawn some good ideas. One such example occurred as a result of a conversation between your humble and obedient scribe and Jay Cannonball" Holekamp. We both were bemoaning the fact that we were virtual prisoners of Old Man Winter when we came up with the idea of paying a visit to Carlisle, PA, to attend the famous Import Swap Meet held in each year in May. Contrary to your first assumption, alcohol was not part of the inspiration behind this decision. I had only recently acquired CT19263, the infamous Hyde Park Barn find from Steve Yott and Mark Moore, and I wanted to rummage around for some parts, and Jay is usually up for a road trip. And so it came to pass that early on Friday, May 15th we headed east for the 682-mile trip to eastern PA.

Other than an accident that stopped traffic for an hour or so between Cleveland and Pittsburgh, the trip out went smoothly, possibly because we were in Jay's Jeep instead of in our Triumphs. We checked into our motel and immediately noticed a collection of about twenty Opel GTs in the parking lot across the street. We grabbed a bite to eat and checked out the Opels and headed over to scout out the fairgrounds where the swap takes place before turning in.

The following morning we



headed over to the fairgrounds. The entry fee was \$8.00, plus there was a parking fee of \$5.00. We entered the meet and found hundreds of vendors with everything from absolute junk to high-end



ephemera. In addition to the purveyors of used and abused parts, there was also a car show, a car corral with cars for sale, various demonstrations, a dyno testing exhibit [two runs for \$80.00], a build-



ing with kit car manufacturers hawking their various products, a building with vintage Japanese bikes, and probably some more stuff that I either forgot or we never saw.

We ran into Gary Hunter, the owner of the famous "Zebra" TR6 and a



rep for *Classic Motorsports Magazine*, and visited for a while. We also stopped

by Ted Schumaker's booth and spoke with him. Whenever we saw anyone who knew us, the first thing they asked



about was the progress of the TTA Stag. We were pleased to report that it was on schedule, which really seemed to impress anyone we talked to.

The Pennsylvania club had a large tent to recruit new members and sell club regalia, and we talked to them for a while. There were quite a few Triumphs on display in the British Car section, especially Wedges. There were also sections set aside for French, Swedish, German and Asian Imports, along with a show field of kit cars. We came across a Polish three cylinder car that was 'unique' to say the least, if for no other reason than the three coils it had. There was also a Mercury Capri with an Australian tonneau cover and fender skirts that the owner had trimmed in





gold to go along with the red paint job. He seemed delighted to have someone to talk to about the car, especially since his significant other did not seem particularly enthralled about being there.



We also saw a survivor Sunbeam Alpine [like the one Grace Kelly drove in *To Catch a Thief*], a Morris "ambitious Restoration" project car, and a whole host of unusual French vehicles, although



it can certainly be argued that all French cars are unusual.

We also met John Esposito of Quantum mechanics who was there to vend parts more than to market his transmission and overdrive rebuilding service. He and Jay spoke at length about



overdrive testing and rebuilding. We also spent some time with a guy from Michigan who had built a v8 TR6 and had driven the car more than 100,00 miles over the last 18 years. He also was selling really nice TR6 frames that were built specifically to accommodate the Ford V8.



We also spoke to the Ratco people who also build new TR frames, although these frames are designed to accommodate stock engines. Ratco also had carb linkage kits and tube shock kits for IRS Triumphs on display. Both Jay and I came away very impressed with the entire Ratco line.

During the course of the day, both of us found a few items that we simply couldn't live without. I came back with a pair of N.O.S. Lucas TR4 taillight lenses, a pair of headlight rims, and a slightly tarnished, but hopefully platable luggage rack. Jay found an overdrive short shaft and a few tools. We met a guy selling a 50,000 original mile survivor 1961 TR4 that he had bought from the 2nd owner at a garage sale. He had the bill of sale and all of the service records, etc. including an aftermarket hardtop kit that gave the old Four the look of a GT car, sort of. It was really a time capsule car and very interesting to examine since it had never been messed with.

The forecast had called for rain, but we managed to avoid any precipitation all day. By late afternoon, we had seen just about everything there was and decided that it was time to rehydrate. Fortunately, Jay's GPS was equipped with



an "Entertainment" module that took us straight to Moe's Tavern where

apparently a national barfly convention was in full swing. Moe's was across the street from the Lucas Body Shop, which we can only assume painted cars in the dark. At the bar, we could not help but overhear some fascinating conversation between a couple of patrons about the importance of keeping a scratch pad on one's nightstand in order to write the numbers that come to you in a dream in order to play them in the PA lottery, apparently a sure-fire way to fame and fortune. Unfortunately, the property where we were staying lacked a nightstand, among other things, [including an

operative shower,] all of which Jay carefully noted on the comment card before we left.

After leaving Moe's, we headed back to the hotel and kicked back for an hour or two before turning in. The next morning we were on the road early for the return trip. We stopped in Akron at the palatial home of Darrell Floyd to pick up some wire wheels that he was selling. His place is a car guy's dream. The attached garage could accommodate five or six cars, and the separate storage building had six Triumphs in it on two Backyard Buddy lifts. The house and buildings were on about six acres of former campground property and had countless mature oak and elm trees. We picked up the wheels, checked out Darrell's cars, all of which are stunning, and headed back to the interstate for the remaining five hour trip home.

We hit a traffic snag just west of South Bend that might have been tied to President Obama's commencement speech at Notre Dame or possibly the changing of the shift at the state police barracks. In either case, we stacked up for a half an hour for no apparent reason in Sunday afternoon traffic on I-80. We rolled back to the western burbs around 6:00 PM. Both Jay and I heartily agreed that it was certainly a worthwhile trip, and we plan to do it again, if not next year, perhaps in 2011.

While many Carlisle regulars complained the



number of vendors has significantly declined as a result of eBay, there is still no substitute for pawing through a Rubbermaid container of greasy rusty trash in hopes of finding a treasure.

Suds



ISOA Famous North Shore Home Tour & Ravinia Outing - July 26th



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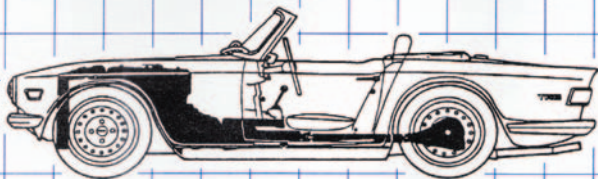
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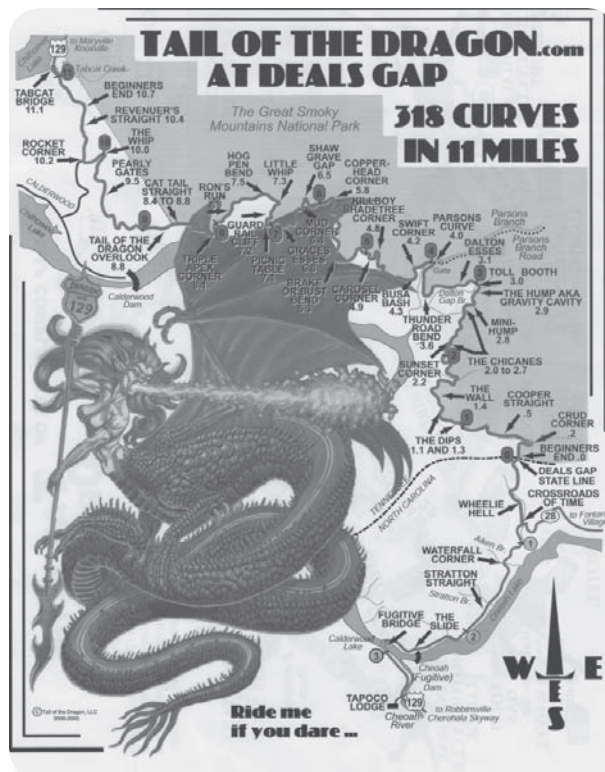


*ISOA Baseball Outing
Elfstrom Stadium [Kirk Rd S. of Rt 38]
Sunday July 12, 1:00 PM*

6-PACK™



*Six Pack TRials Festival 2009
Long Beach Island, New Jersey
September 24th, 25th and 26th*



With the VTR convention in California this year, some ISOA members are planning a more moderate driving adventure. Doug "Wires" Larson has come up with the ISOA 2009 Tail of the Dragon Summer Road Tour.

Leaving: Saturday August 15th

Returning: Sunday August 23rd

The general destination will be eastern Tennessee, western North Carolina and western South Carolina.

Some of the initial ideas for the trip would include (but are not limited to)

- Tail of the Dragon
- Cherochala Skyway
- Blue Ridge Parkway



*Orphan Auto Picnic
Sunday, August 23, 2009
Kendall County Fairgrounds
Rain or Shine*



ISOA Picnic & PTSTD fundraiser
Sunday, August 2nd Burlington Park
With Special Guest John Macartney
Featuring Special Performance by the Spinal Tappets



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Aug. 21st

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

June 2009 Meeting Notes

On Sunday the 7th of June about 40 ISOA irregulars gathered together for the monthly meeting at Mack's Golden Pheasant Club. President Bob Streepy called the meeting to order around 7:10 PM and as is the custom introduced the members of the board. Steve



Hale of West Chicago, who owns a '69 TR6, was the only guest of the evening. The next item was to ask about any new additions to the garages of our members. Joe Felix proclaimed that he had purchased a very nice '76 TR6 in Carmine red. We are looking forward to seeing this car both in photographs and in person.

Bob then went on to recap that night's board meeting for those who did not wish to be there. Mr. Bill Jensen showed some new regalia, and Rosanne Felix modeled the newest in ISOA headgear, a ball cap with our logo and flames. This will surely be a big hit with the NASCAR fans. Bob then put out the call for anyone with some good pictures of their Triumphs to please submit them to him for inclusion in next year's calendar. Greg Fantozzi took the floor to proudly proclaim that the frame off restoration of a '76 TR6 was nearing the end and that the first start up was imminent. Congratulations Greg.

At this time, Joe Pawlak spoke about the progress on the TTA Stag and to thank everyone involved in the replacement of the destroyed transmission. Joe described this feat as being ISOA's finest hour. Then our resident metallurgist, Tim Mantel, presented a fascinating probable theory as to why the transmission of the TTA Stag failed so catastrophically. Bob then jumped in and lauded the club for pulling together during this devastating

time to get the Stag back on the road. Joe then continued with the status update and thanked everyone who showed up for the unveiling. We then moved on to discuss recent events. Joe Kaplon recalled the Champaign car show over Memorial Day weekend, which he and Emily along with several other of the irregulars attended. Joe could not praise this show enough saying that it is always a good time. Bob took this time to remember Mark Joslyn, a friend of ISOA, who had recently passed away. A toast was raised in his honor.

Our events coordinator, Jack Billimack, took the microphone to report on all of the events which are coming up this driving season. Check the schedule in this issue for complete times and dates.

As a reminder, the August meeting will be moved from the 2nd to the 9th. So show up at Mack's on the second Sunday in August. If you go there Aug 2, you will get the Boomer.

After a short recess, the meeting moved on to nominations for the Peter M. Roberts award. This month's list was rather lengthy as there has been a flurry of activity with the warmer weather. The first nominee was Mike Mueller by Greg Fantozzi for re-welding the front valence on his TR6. Next, Mike Blonder nominated Rich Scholl for spotting a misplaced throw out bearing on the TTA Stag before the new transmission was bolted in place. Joe Felix nominated Roy Congrove for inspecting the TR6 he eventually bought and he also nominated Doug Larson for providing the trailer and going with Joe to bring said car home from Iowa.

Mike Blonder next nominated Vickie Korey, Kim Jensen and Kathy Pawlak for organizing the TTA Stag unveiling picnic. Lastly, Rich Scholl nominated Chuck Montague, Don Sheldon and Mike Blonder for working on the

Stag on Saturday, May 29th. In Chicago fashion, the voting was close. but Doug Larson won possession of the chalice and more importantly, the free cocktail.

The next order of business was the nominations for the Boomer award. In an unprecedented move, George Grumbos nominated our barmaid, Cheryl Dynowsky, for giving George a "hard time" during the meeting. It was determined that since Cheryl was not a member, she could not be nominated for the dreaded award. George then asked if he would pay her dues, could she then be nominated. Bob stated that if she were a member, she could be nominated. George then sprinted to the head table money in hand and made Cheryl the newest member of ISOA. He next grabbed the bent wheel and carried it over to the bar before the voting took place or for that matter before any other nominations could be made. Since no one else was nominated, the voting took place and Cheryl won unanimously. This, indeed, was a strange event and I would like to thank Cheryl for being a good sport and to congratulate her on becoming a member and getting the Boomer all within a matter of minutes. Well done! Susa Monacelli won the raffle. She took home a bag of highly valuable items, including, but not limited to, a swivel head flashlight, a siphon pump, a mallet and a beer can cozy.

The meeting ended at 8:40 PM. If you are in the area, you must attend the monthly meeting because you never know what may happen. If I missed anything, take it up with the editor.

Jr.





Dear Editor,

I've just heard about a rare Triumph model that is for sale in Illinois, and I thought somebody from ISOA might be interested in it.

The car is a Left Hand Drive 1966 Triumph 2000 SEM (Special Edition model) sedan owned by Bill Elwood of Decatur since 1973, with 69,000 miles on the odometer. It is described as being in original condition (apart from replacement of black vinyl roof) and must be one of very few surviving examples, possibly the only one. There is also a large inventory of Triumph spares.

Bill's e-mail address is Wheorfee@aol.com phone 1-217-423-3501.

My information is that he will put the car on ebay unless somebody shows some interest. No price was quoted.

Tony Beadle
ISOA International Bureau Chief

Dear Tony,

We shall share this information with our reader[s]. As of press time, ISOA is down to only one Triumph 2000 in its collective inventory, so perhaps one of our many subscribers will see fit to follow up on this lead.

ED

Dear Editurd,

I am enclosing a complimentary package of five smooth writing gel pens which I would hope you will evaluate for us. These are Triumph Model 730R and like their namesake automobiles, are engineered for precision performance.

Ivan Yakenoff



VP of Marketing
Bic International

Dear Ivan,

We appreciate the opportunity to review any and all new products bearing the name of our beloved LBCs, especially the ladies unmentionables, but that's another story for another time.

By naming your product a Triumph Roller, we must confess we assumed that your e-mail came from Dave "Stumpy Joe or Phil "Factor" Fox, both of whom are actively involved in a competition to corner the market in Triumph Rollers. Then we realized that you had designed a pen which incorporates some of Triumph's most well-known attributes,

Congratulations on a job well done!! You have captured the essence of Triumph Sports cars !! We found that, like the car for which it is named, the pen leaks, doesn't start or stop particularly well, and for no apparent reason, sometimes misses or skips.

ED



2009 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. To place an add, please e-mail Bob Streepy at: trstreep@sbcglobal.net or call 630/372-7565. The editor reserves the right to adjust the length of an ad to accommodate the space available.

•**Wanted:** Recent digital photos of ISOA Triumphs for 2010 club calendar. Here's a chance to see your car in living color on the world's most famous Triumph calendar. Send your high res. images to trstreep@sbcglobal.net. The first 12 photos will be chosen.

•**For Sale:** 1977 Triumph Spitfire Carmine Red Body (Green bonnet from parts car), BlackTop: Interior: Mostly Black (switching out from tan original) .Runs, some body & front suspension issues. Asking \$2000. Naperville, IL – Call or email Victor [847-274-2900 /victor@getoutndoit.com] for additional info. Victor Michael [5/09 - *not an ISOA member*]

•**For Sale:** Tom Morgan's pageant blue 79 SPIT with 44k (owned since 1980) on it is for sale for a limited time only. \$8500. Act now. [He might change his mind again] tomtr61976@sbcglobal.net [6/09].

•**For Sale:** 1973 Stag very dependable daily driver, Capri, 2.8 V-6. Pimento body & hardtop, Black convertible top & interior, sheepskins, manuals & accessories. Like-new Michelin's. New O.E.M. S.U. electric fuel pump and a complete four wheel brake job, including rebuilt calipers, stainless steel hydraulic flex hose's and silicone brake fluid. \$5,500.00. Call Michael Mitsch, 847-258-4404 or michaelmitsch11@yahoo.com for full set of photo,s and any questions [7/09]

Happy Birthday

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

Dan Jungels 7/02
Marcia Hostetler 7/04
Joan Bruskin 7/05
Gail O'Brien 7/07
Bev Toms 7/11
Diana Briegel 7/14

Steve Bailey 7/19
Mark Moore 7/20
Joan Delap 7/21
Wayne Sieloff 7/22
Philip Fox 7/24

NEW MEMBERS

(current memberships @164 - members @ 232)

Phil Beckman
628 Burdick St., Libertyville, IL 60048-3183
H: 847 680-6041
73 TR6

Janet and Steve Hale
513 Highland Ave. West Chicago, IL 60185-2139
H: 630 231-5339 - EMail: thehales@ameritech.net
69 TR6

Cheryl Dynowski
337 Maple St
Glen Ellyn, IL 60137-3811
H: 630 728-6273

Jeff Slaton
3341 US Highway 641 N. Murray, KY 42071-7833
H: 270 759-9417 - EMail: j_slaton@bellsouth.net
59 TR3A, 74 TR6



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