



# SNIC BRAAAPP

**DECEMBER 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*

## **VTR 2009 - To California and Back**

*TEXT BY JAY “CANNONBALL” HOLEKAMP GRAPHICS BY THE AUTHOR OR AS CREDITED*



tion (ISOA), in spite of the distance, was well represented. Four ISOA Triumphs were driven to California, the most notable being the famous Triumph Trans-America (TTA) 1973 Stag (Uncle Jack), driven by John Macartney, along with Murray Bruskin’s 1960 TR3A and Jay Holekamp’s 1964 TR4. Colorado member Glenn Merrell and his wife Sue attended in their 1972 Stag. Also present, traveling by conventional conveyance, were Vickie and Irv Korey (maintaining his 100% VTR attendance), Kathy and Joe Pawlak, plus Marge and Rich Scholl.

Hosted by the Southern California Triumph Owners Association (SCTOA), the location of the meeting was superb with the world renowned Pacific Coast Highway, CA 1 nearby. The weather was outstanding, cool at night with warm, sunny days, just as you would expect in California. On several occasions, the group drove over to Morro Bay

*continued on page 11*



The 2009 Vintage Triumph Register National Convention joined forces with several of the west coast British Car clubs which annually conduct an event known as Triumphest. The result of the consortium is best summed up in the event slogan “East meets West.” The joint meeting was held at San Luis Obispo, California, from September 30 – October 4. The Illinois Sports Owners Associa-

### **INSIDE YOUR DECEMBER**

### **SNIC BRAAAPP**

- *Con “TR” ibutions from across the Pond*
- *Sir Bentley’s Xmas Gift Guide*
- *Radiator Clinic*
- *Toys for Tots*

*Lots More Stuff*



In a final procession for the last 15 miles of this epic fundraising drive, about 30 Standards and Triumphs (the oldest cars leading the way were a 1932 Triumph Southern Cross and a 1934 Triumph Gloria) the Triumph Trans America Charity Drive 2009 finished on time on 30th September 2009, arriving at the Embassy Suites Hotel, San Luis Obispo, California, in just over 90 days. Total driving days were 67 days.

During its course with John Macartney as the sole driver for the whole event, with only his wife Liz for the last leg from Calgary - and occasional passengers for company at other times, the fully restored 1973 Triumph Stag (known to everyone as "Uncle Jack") covered 15,422 miles, visited 31 US states, 6 Canadian provinces and enlightened literally thousands of people to the cause of Post Traumatic Stress Disorder. This mental illness is common in serving members of the armed forces, but few realise it seriously affects civilians as well. The event raised funds for three charities - one each in Canada, the UK, and the USA.

During the trip, many hundreds of Triumphs and other British and European makes joined John and "Uncle Jack" as they moved to and from the 45 clubs and hosts who took part in the event.

Although final figures of monies

raised are yet to be confirmed, early indications suggest that collectively in excess of 1000 restored British and European cars took part somewhere along the route and that between them ,they collectively covered more than 100,000 miles in the process.

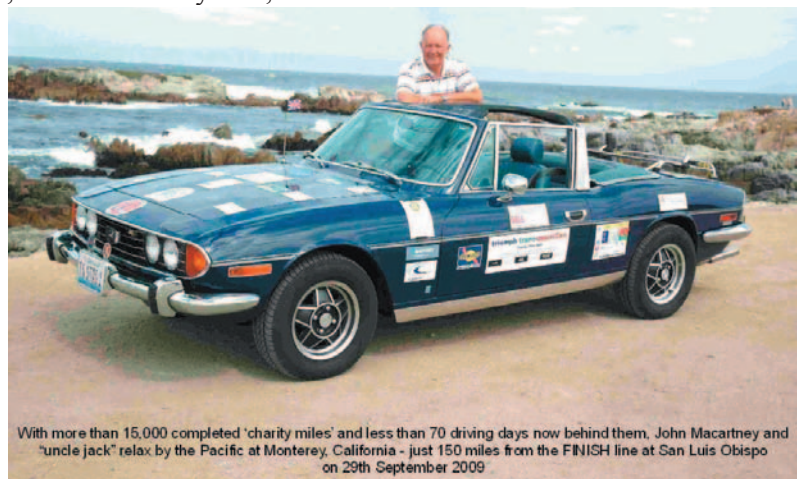
Contrary to the thoughts of many at the start of the drive in Florida on 27th June 2009, "Uncle Jack" performed superbly. The only problems encountered en route were a blocked fuel filter, a broken wire from the alternator to the main wiring harness - and a failed fuel pump (of US manufacture!). Overall fuel consumption was 27.6 miles per imperial gallon, coolant consumption was nil, and oil consumption was just three pints between the regular 3000 mile oil and filter changes.

Commenting on the Drive as a whole, John Macartney said, "The suc-

cessful conclusion of this trip is a tribute to the dedication of the restoration team at Illinois Sports Owners Association who did an incredible job restoring "Uncle Jack" to effectively a brand new car, the enthusiasm of all participating clubs, and a lot of lost sleep for the key event co-ordinator! As a result of their thoroughness, the success of this trip must surely put an entirely different and better perspective on the alleged reliability of the 3 litre Triumph V8. I never doubted we'd not finish the event on time (accidents excepted), and this is a convincing demonstration of the car's ideal credentials as a long-distance tourer. It was with a very heavy heart that I said 'goodbye' to "Uncle Jack" when it was all over, but I am convinced, beyond any doubt, that whoever eventually buys him will soon discover they are the new owner of a truly delightful and reliable Triumph. Most of all, that lucky person will own a car that has made yet another "Triumph motoring FIRST." This is because "Uncle Jack" was the first car ever (of any make) to make North American motoring history in undertaking a drive of this length to raise funds for charities."

The car is now for sale with surpluses from sale proceeds being divided equally between the three participating charities. Visit [www.triumphtransamerica.org.uk](http://www.triumphtransamerica.org.uk) over the next few weeks to see how YOU could bid to have "Uncle Jack" in YOUR garage.

*John Macartney*



With more than 15,000 completed 'charity miles' and less than 70 driving days now behind them, John Macartney and "uncle jack" relax by the Pacific at Monterey, California - just 150 miles from the FINISH line at San Luis Obispo on 29th September 2009



## 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
Dec.	5th	Sat.	8:00 AM	Hub Clinic - Yott's Silver Lake Triumph Centre, 312 Carla Ct. Silver Lake, WI
	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
Jan.	1st	Fri.	10:30 AM	Outer Drive Hero's Ralley - Northerly Island
	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	30th	Sat.	6:00 PM	Big Bash '10 - DesPlaines Elks Club
	TBA	Sat.	8:00 AM	Diff Clinic - Kaplon's
Feb.	14th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] <b><u>Not the First Sunday</u></b>
	TBA	Sat.	8:00 AM	Trans Clinic - Yott's Silver Lake Triumph Centre, 312 Carla Ct. Silver Lake, WI
	28th	Sun.	8:00 AM	British Car/Part Swap, DuPage County Fairgrounds
Mar.	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.		ISOA Chili Party
April	11th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] <b><u>Not the First Sunday</u></b>
	31st		4:00 AM	House on the Rock Tour
May	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
June	5th & 6th			Champagne British Car Festival, Bloomington, IL
	6th	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 author's and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. The pictures, descriptions, and accounts contained in SNIC BRAAAPP may not be reproduced without the expressed written consent of the Women's Christian Temperance Union. Questions, Comments, and Great Thoughts may be directed to:

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## A LITTLE BS FROM BS

NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE



WHAT'S IN A NAME?

So I open this email from my good friends at Nissan the other day, and they tell me they are bringing out a new car, named [*are you ready for this?*] the “Leaf.” That’s right – Leaf! [*Faithful readers of this birdcage liner may recall that we have devoted more than one page to the threat to our emotional well being posed by leaves.*] I was immediately reminded of a discussion that Jay “Cannonball” Holekamp and I had on a recent road trip on the subject of car names. Over a couple of hundred miles on I-80 through Pennsylvania and Ohio, we concluded that the names given to new cars collectively suck. We opined that the situation is akin to the late 19th century when a patent office worker suggested that they close the office down since all the good inventions had been made.

I suspect that this is surely the case with car names. Apparently, gone are the days when a car sported a name that might send a young rake’s heart racing. Could anything possibly sound sexier than the Stutz Bearcat or Apperson Jackrabbit? What about the implied elegance of the Studebaker Statesman or President? [We’ll pass on the Dictator] Surely not the Tourag or Elantra. What about the Sonnata or Routan? How about the adrenaline inducing

Venza or the heart pounding Altima? And what the hell is a Azera or a Tiguan? It’s no wonder that a recent J.D. Power study found that young men 22-29 no longer have a strong desire to own a car [*Chicago Tribune*, October, 12] The names turn buyers off.

I suspect that there exists deep within the corporate bowels of the automakers [those that are still left] some kind of enigma machine along the lines of a slot machine, with combinations of vowels and consonants instead of cherries or bars. One pull of the arm and a combination of diphthongs comes up and presto – a car name. Corlantra, Danatran, Evantrag, - you get the idea. [*It could very well be that this device is also employed by drug companies for prescription medication and among some ethnic groups for assigning names to children.*] The resulting combination of letters need not make sense or signify anything in existence. In fact, it seems that carmakers intentionally want to shy away from any animate objects and instead prefer to name their cars after something non-existent. In one famous instance, their ads didn’t even show the car!

Seemingly alphanumeric combos have their own machine as witnessed by anything coming from Mercedes, Acura, Lexus, or BMW, to name a few. The moniker assignment variables for these cars is even simpler, since only a combination of unrelated letters is needed to prefix any random series of digits - CLS 380, RX350, TL 3.2, ad infinitum.

Perhaps this is one of the many unfortunate legacies of the marketing geniuses of our beloved Triumphs, who were among the first to be guilty of this method of

assigning names. One need only think of the TR series of Triumphs as an example. At least in the beginning, the letters and numbers actually signified something. TS [Triumph Sports] 2 [second design] makes some sense, but I suspect that many of the models in showrooms today have letter/number combinations that have no connection to the cars whatsoever, or the permutation is so esoteric as to be meaningless to everyone, save some demented engineer, [*is that redundant?*] who assigned the combo based on wheelbase to coefficient of drag ratio. [*And whoever said that Dilbert didn’t have a sense of humor?*]

There seems to be only one solution to this vexing situation, at least to me. I propose, that in addition to a Car Czar in charge of giving final approval to vanity license plates, [*the subject of a previous rant – see SNIC BRAAAP #206 June, 2006*] that we create a federal position of car name approval. This official would have final veto powers over hideous car names, as judged by me. Henceforth, a moratorium on any new, meaningless, made-up names would be in effect. Automakers would be required to come up with names I like, or risk the possibility of no further bailout funds – even those that we didn’t bail out. They have until the April 31st to rename their cars at which time, I would assign names. [*Sudsmobile has a nice ring to it.*] Manufacturers would be required by law to provide written rationales for assigning letter/number combinations that have some empirical justification.

As one president to another, Mr. Obama, I await your response.

*Suds*



WINTER BREAK

TEXT & GRAPHIC BY MARK COSTELLO



The November 2009 SNIC BRAAAP really hit home this year. For me, it was most definitely an Engine Summer. Both the MGB and the TR7, went from not running, to running (sort of), to running even better than sort of, to running to Des Plaines and back, to running sort of, to not running at all. Overall, I rate it a pretty good year.

Getting both cars to the same British Car Show had been a goal of mine for over three years. On September 13, 2009, I accomplished this goal. [By "I", I mean all the people who spent their time, tools, and energy, to answer my most basic questions and assist me with solving fuel

system, suspension, and electrical concerns.] One perfect example was when the "hard-start" issue was determined to be the result of having no fuel in the tank.

I owe a lot of people in the club a thank you. Some are too tall to name, others just an ISOA Group email away and the simple press of a send button. So thank you.

I know that both cars have a way to go before they resemble what they deserve, but as Tolkien pens "... all that is gold does not glitter, not all those who wander are lost..." The MG needs electrical work, some engine work, some interior work, an emergency brake, a top (at least we think so), some body work and a paint job. I think I can do some of this over the winter.

The 7, ah the 7, if wishes were horsepower... But they aren't, so this is the wish. I want to convert it to a TR7 V8 Costello. I figure I want to do this right. I have a gut feeling that 'simply' swapping out the 4-cylinder for the Rover 3500 SDI is not so simple. I am committing (at least

at the time of this writing) to improve/replace/repair the following: clutch, electrical, tranny (notice I am even using car slang here), brakes, suspension, body work and paint, not to mention a million possible things I do not foresee. Oh yeah, it needs an emergency brake, too.

I don't know how long this project will take, but I'm committed. A prerequisite to this project is to finally install the gas heater in my garage that I have been putting off for two winters. I think that will make it a lot more bearable and a little less burrable. The garage is cleaned up. The tools are neat and somewhat organized. The lighting in the garage has improved. The stereo works fine. There is no reason I shouldn't make progress this winter and continue strong through 2010 and beyond. Well, there are thousand reasons and most are somehow related to time, space, money, and other people's time (often at least three out of four of them). Step one: Find an engine...

Mark "Elvis" Costello 10-31-09

ELECTRICAL CLINIC

TEXT BY SUDS AND JUNIOR

On an unseasonably pleasant November Saturday, a crowd of nearly thirty Coventry irregulars jammed the friendly confines of Bill and Sheri Pyle's garage to take part in an ISOA Electrical clinic. The session began with the requisite coffee and pastry courtesy of our hosts, before getting down to the business at hand. Joe "Stagmeister" Pawlak was joined by fellow electrical engineer Tim "Toolman" Buja at the dais of the seminar. [Ed note: It should be dully noted that neither presenter sported a pocket protector or a propeller on his cap.]

Joe began by discussing fundamental electrical theory and reviewed some of the basic terminology, including voltage, resistance, and current so well

that even some of the liberal arts majors grasped the concepts.

Joe had set up a number of electrical devices on his display table and proceeded to demonstrate how the current flows [or in some cases, like in our cars, doesn't flow] according to basic principles of electrical hypothesis.

Joe had asked that the attendees to bring along a voltage meter, and he proceeded to explain how this device is used to measure voltage, check circuitry, and diagnose electrical malfunctions. He went on to explain the role of fuses, how to check the condition of a battery, and how to check bulbs.

The group then adjourned to the driveway to put into practice some of its newfound knowledge by diagnosing the electrical system on Joe Kaplon's



Spitfire. The two facilitators identified the source of Joe's problem as a faulty alternator and proceeded to show how to check out this device by using Tim's TR6 as a demonstrator.

Following some questions and answers, the group adjourned to the garden level of Chez Pyle for a lunch provided by Jimmy Johns and some suitable beverages provided by Miller Brewing Company.

By early afternoon, the crowd began to thin out, but not before getting a big charge out of the clinic.



CON "TR" IBUTIONS  
FROM ACROSS THE POND



BY TONY BEADLE

ISOA INTERNATIONAL BUREAU CHIEF  
& UK SENIOR CORRESPONDENT

NO MORE TRIUMPHS?

When BMW unveiled two new Mini (or 'MINI' as the German automaker insists on calling its acquired brand) models – the Roadster and Coupe – at the Frankfurt Motor Show on 16th September 2009, any lingering notions that Munich manufacturer might one day reintroduce the Triumph name were effectively brought to an end. Whether this is a good thing or not depends on your point of view.

Speaking personally, I think there are arguments for both sides. On the one hand, I believe that re-launching the Triumph sports car would have given the marque's image a great boost and generated a whole new interest in classic Triumph models. How many of today's generation of new car buyers would subsequently have gone on to purchase, restore, preserve and appreciate a classic Triumph is impossible to say, but the chances of that happening must now be drastically reduced. Other possible benefits were that the new Triumph owners would have brought fresh faces into car clubs and increased attendances at events with a 'knock-

on' effect of prolonging the life of both.

On the flip side of the coin (to mix my metaphors) did diehard enthusiasts really want to see a slightly restyled Mini convertible carrying a Triumph badge? Ignoring the debate about 'true' sports cars only being rear-wheel-drive, this sort of situation has occurred more than once before in Triumph history. When the TR7 was first produced in 1975, some of the more traditionally-minded Triumph sports car clubs initially refused to allow owners of these new models to become members. Thankfully, this blinkered attitude has long since been abandoned, although I understand there are still a few clubs around which insist on excluding these later cars – which, if it is what the majority of members want, they are quite entitled to do, of course.

Similarly, there were squawks of outrage from some quarters when British Leyland applied the Triumph name to the Honda-based Acclaim in 1981, but the fuss eventually faded away. The Acclaim was a decent car for its day (I owned one for several years and thoroughly enjoyed driving it) and, as owners of the Triumph brand name, BL were perfectly entitled to use it how they saw fit. The same now applies to BMW. Sometimes, as enthusiasts for 'classic' Triumphs, emotions can cloud our judgement when it comes to the future of our favourite cars, but that is only natural.

According to media observers, the new Mini Roadster and Coupe are aimed at the Mazda MX-5 (Miata in USA) and Audi TT Roadster market sector and it remains to be seen how successful they will be. Would the Mini models have sold any better if they had been badged as Triumphs? Will we never know – and it really

doesn't matter any more, all we can do now is concentrate on preserving as many of the Triumphs that currently exist for forthcoming generations to appreciate and, hopefully, enjoy driving them like they were designed to be driven.

NOT MANY PEOPLE KNOW  
THAT...

As both of our regular readers will know, one of the things I enjoy most is looking through old motoring magazines and digging up weird and unusual items. Here's another batch:

When the first Volvo was driven off the end of the production line in the Swedish factory on 14th April 1927 it was found to have four reverse gears and only one forward because the rear axle had been assembled incorrectly!

The name Volvo is the Latin for 'I roll', reflecting the backing of the SKF ball bearing company in setting up the car manufacturer. (Autocar & Motor, 10th January 1990)

A small gaol (comprising of one cell, 6 feet square) has been built at the Oakland Bay Bridge, California, to house errant motorists waiting to be brought before a traffic court judge. (Motor, 9th February 1937)

Minor offenders against traffic regulations in Germany are to have yellow rings painted on their cars. Habitual offenders will be rewarded with a large yellow cross. (Practical Motorist, 21st December 1935) One wonders what the authorities would have done if everyone had started painting their cars yellow!

For Sale: Ex-King Zog's Mercedes-Benz, with new gears in August, is on the road at £300. Converted to AEC diesel in '48, the 7-seater grand tourer, with complete



hood and tonneau cover, does 30mpg. Engine rebuilt completely '55. Will last for ever. Regal style and economy have never gone hand in hand like this before. (a genuine classified advert that appeared in Motor Sport, October 1956).

A Santa Fe, New Mexico, newspaper recently published an open letter signed by a Mrs M. Gilbreth. It was addressed: "To the person who stole my car." It read: "You have my deepest sympathy." (Road & Track, May 1967)

When Ferdinand Porsche opened his design office in March 1931 he started off with project number 7, as he didn't want customers to think it was his first.

Porsche's Project No.60, with a rear-mounted 22hp air cooled engine, eventually evolved to become the Volkswagen Beetle.

Assessing the VW for possible production after World War Two, British experts reported: "This car does not fulfil the technical requirements which must be expected from a motor car. Its performance and qualities have no attraction to the average buyer. It is too ugly and too noisy. Such a type of car can, if at all, only be popular for two or three years at the most." (Autocar & Motor, 10th January 1990)

ACCORDING TO FORD?

More often than not misquoted as "History is bunk", what Henry Ford actually said was: "History is more or less bunk. It's tradition. We don't want tradition. We want to live in the present and the only history that is worth a tinker's damn is the history we make today."

LOCK IT!

This news item was published in the Daily Mail (a national UK newspaper) on Wednesday, 26th August 2009:

•'Police are taking valuables from unlocked cars to teach drivers to be more careful.

•'Motorists have been returning to vehicles to find that handbags, laptops and sat-navs have been replaced with a note telling them they can retrieve their belongings from a police station.

•'The scheme has been introduced in Richmond upon Thames, South-West London, which suffers from a high number of thefts from cars.'

•Contrast the above to the following piece that appeared in The Light Car & Cyclecar magazine, 22nd April 1932 issue:

•'By the time these words appear in print it is probable that a modification of the London Traffic (Parking Places) Regulations, 1928, for which this journal has been agitating during the past few months, will have been made by the Ministry of Transport, and car owners will be able to lock the doors of their cars when leaving them on approved car parks.'

The report went on to say that the regulations which forbade the locking of car doors in the authorized parks were an open invitation to the stealing of cars or their contents. Whether you are driving a vehicle of 1928 vintage or a brand new 2009 model, my advice is to lock it every time you park it – no matter what the location.

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December 2009



ISOA TECHNICAL EXSPURTS

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



HARK THE HERALD ENGINE

BY SU DS



**H**ark the Herald engine sings, despite some broken piston rings.  
 Solex Carb with cam so mild, fuel and timing reconciled.  
 Loudly all the lifters rise. Man this Triumph really flies!  
 With flip-top opening hood, Michelotti's design almost looks good.  
 With flip-top opening hood, Michelotti's design almost looks good.

Four-speed trans with synchro first, it shifts just like a Hurst.

Twelve-inch tires with bias-ply, holds the road like a Fer-ra-ri

With back seat room for three, I can take my grandkids to a drive-in movie.

With back seat room for three, I can take my grandkids to a drive-in movie.

Lucas wiring with positive ground, the AM radio has "Wall of Sound."

In-line four with power to spare, my Herald outruns the tortoise, but not the hare.

Fixed-head coupe, drop-head or estate, I just wish they'd put in an eight.

Fixed-head coupe, drop-head or estate, I just wish they'd put in an eight.



THE TWELVE PACK OF CHRISTMAS

**O**n the 1st day of Christmas, my true love gave to me: *A TR6 British Motor Heritage body shell [with a slave frame]*



On the 2nd day of Christmas, my true love gave to me: *two clear Hooters hooting*



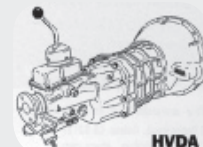
On the 3rd day of Christmas, my true love gave to me: *three Webers carbuerating*



On the 4th day of Christmas, my true love gave to me: *four Panasports mounted on 205 15 Pirelli's*



On the 5th day of Christmas, my true love gave to me: *five forward gears via a Toyota trans with a Herman van den Akker conversion kit*



On the 6th day of Christmas, my true love gave to me: *six new pistons with five golden rings [the sixth is back-ordered]*



On the 7th day of Christmas, my true love gave to me: *seven quarts of synthetic Castrol 20w50*



On the 8th day of Christmas, my true love gave to me: *an eight piece interior trim kit*



On the 9th day of Christmas, my true love gave to me: *nine cans of PB Blaster*

On the 10th day of Christmas, my true love gave to me: *ten rolls of duct tape*



On the 11th day of Christmas, my true love gave to me: *eleven bags of Oil Dri*



On the 12th day of Christmas, my true love gave to me: *twelve genuine Millers drafting*







TOYS FOR TOTS 10/18/09  
TEXT BY DAVE "SNAKE" SHEDOR,  
GRAPHICS BY THE AUTHOR AND  
JACK "SPUDS" BILLIMACK



joined behind them. Continuing west on 173, the bright sun was warming us up somewhat. This is when the heat coming from the Six's engine is welcome! Then, we got stopped by a train near Rt 83... After the train passed, more sheriffs blocked the 83/173 intersection, and we went right through, eventually turning South on 59. Along 59, the parade was interrupted by an idiot in a red Ram pick-up. Amazing how oblivious people can be, ask Spuds about the pick-up. On the plus side, there were a few people along the road, waving and taking pictures. The group behind us rejoined as 59 south-bound merges with Rt 12. It was a relief to see a Sheriff's truck block both lanes of Rt 12 so our parade could merge (from the left, Yikes!) safely. Soon we were at the Volo Auto Museum.



Mrs. Snake is a trooper. Sunday morning started really cold (32°F at 8AM in Mundelein) for this time of year. We are not used to it yet either. I asked her if she was OK with the top down, windows up and heater on, and she was! So with gloves on, we left home and headed north on Rt 45 to Bristol, WI, our starting point. At 173, we pulled over so Mrs Snake could put on another jacket (layer four). I already had four layers on. Google Maps didn't show much at the destination, and they were right. Joan reported the restaurant was nice and warm; I noticed the porta-potty was not warm. Other starting points included Waukegan/Beach Park and Rolling Meadows.



There the Snakes parked next to the Spuds, Mary was nearby, Maestro Conover (Mini Convertible, top down, windows down, heater on, bun warmer on) parked down the hill from us. He was in the parade from Rolling Meadows to the museum. We were mixed in with an estimated 500 cars. Our group gathered together and headed down to the canopies to drop off the gifts. There were no Marines this year, but you could see all the toys piled together in one mound. In previous years, the Marines put the toys in large boxes and moved them to a truck, so you didn't see all the toys together like this year.

are displayed, and, of course, are for sale. Our ISOA walking tour started out together but soon got split up...kinda like a caravan. Around noon, Joan and I had enough of the museum, and we went back outside to patrol the participant's cars.

By now, the sun had really warmed us up, and we sat around the TR6's like we have at so many car events. We left at 1 pm and got a bite to eat. Sounds like I got out at the right time. Rumor has it that the remaining ISOA contingent spent a lot of time "shopping" in the myriad of antique booths, etc.

The event got coverage from the *News-Sun*. Check out the attached link/article. Joan and I were briefly interviewed (it's a '74 not a '76) in print. There are a few photos and a link to a video. Click on the video link then search on "Toys for Tots" to find the event coverage.

[http://www.suburbanchicagonews.com/newssun/news/1832688,5\\_1\\_WA19\\_TOYCAR\\_S1-091019.article](http://www.suburbanchicagonews.com/newssun/news/1832688,5_1_WA19_TOYCAR_S1-091019.article)

In Bristol, we met Jack and Barb Billimack also in a TR6, windows up, top up and heater on. There, we were introduced to their friend, Mary, in her Mini Convertible, top up, windows up, heater on, and bun warmer on. She also owns various Triumphs. I overheard more than one group of hot rodders say they "always did like the TR6...". One guy started the conversation by asking, "Who were the brave souls with the top down?" All the other convertibles there were "top up" when they arrived in Bristol.

More or less on schedule (around 9 am), we left Bristol escorted by at least one Lake County Sheriff. We headed south on Rt 45 to 173. There, we waited for the Toys for Tots parade from Waukegan/Beach Park to pass; then our column



Put this event on your list as "a good time was had by all."

*Snake*



RADIATOR CLINIC

"TANKS FOR THE MEMORIES"

TEXT AND GRAPHICS BY  
BOB "SUDS" STREEPY



Tim Dunderdale, the proprietor of Revcore Radiator, Inc. is no stranger to long-time ISOA members. Tim has presented information on cooling systems at our club meetings in the past, and in 2005, he conducted a workshop on servicing and upgrading Triumph cooling systems for the benefit of attendees at the VTR convention in Rockford. On a dreary Saturday morning, October 23rd, he opened his shop in Woodstock to about 25 Coventry irregulars. Not only did he provide an hour or so of important information, he prefaced his presentation with complimentary coffee and pastries, a sure-fire way to win the hearts and minds, not to mention the stomachs, of our group. Following a Q & A session lasting over an hour in the shop waiting room, augmented by commentary from Joe "Stagmeister" Pawlak, Tim and the group adjourned to the working area of the shop. There, Tim showed us the process by which a TR radiator was restored. He deftly disassembled the unit, removing the top and bottom tanks



from the original core. He then allowed your humble and obedient scribe to bead blast the bottom tank and then soldered the core to the tank. He even permitted me, since it was my unit, to try my

In addition to repairing and servicing gas tanks and radiators, Tim also works on heater cores, and he showed our group the process of repairing a TR4 heater to us. As if the coffee and donuts were not enough, at the conclusion of the presentation, Tim also provided all of the attendees with a complimentary "goody bag" containing a post-it pad, pens, and a travel coffee mug.



hand at soldering, much to the delight and amusement of the other ISOAers in attendance. Apparently, Tim thought an example of how not to solder would be amusing to his audience.

Around noon, after receiving a standing ovation, since there weren't many chairs in the shop, the group adjourned for the afternoon, but not before learning a great deal about cooling systems in general and Triumph radiators, heaters, and gas tanks in particular. Our collective thanks go to Tim for opening his shop to us and for his willingness to entertain and inform our group.



After explaining the process by which the radiator from my project TR4 would eventually be restored, Tim then segued into a discussion and demonstration of repairing gas tanks. Again, the tank from my "Four" was used for illustration purposes, since it met the criteria of needing a typical repair, i.e. rust in the bottom. Tim showed how the tank was acid etched before a coating of pliable sealer was used to coat the inside of the tank. Part of the standard tank service also includes etch priming and top coating.



Suds



*continued from page 1*

for lunch and dinner, made excursions to the Hurst Castle near San Simeon, drove on the beach, and checked out the seals along the Pacific coast. The Embassy Suites Hotel, with its multi-room suites, excellent complimentary breakfast and happy hour (very well attended), was a first class venue. The Autocross was popular, the Fun Rally was a three-hour drive through the

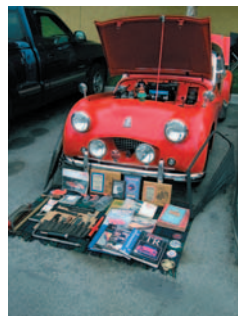


countryside around San Luis Obispo on TR friendly roads (lots of two lane curves and up-downs), and the Funkhana was fun.

The car show was a two-day amalgamation of the traditional VTR Concours on Friday and the better attended Funcours, common on the west coast, was on Saturday. The ISOA cars entered the VTR Concours and did well: the TTA Stag was judged 1st in Class, the TR4 achieved



a Preservation Award and the TR3A was awarded a Gold Certificate – a fine showing. “Best of Show” went to a magnificent TR250 from British Columbia. The vast majority of the Triumphs entered the Saturday Funcours. The west coast Triumphs tended to be less concerned with showroom originality and were generally more modified, perhaps to facilitate frequent driving. Each Funcours car also had a creative display of whatever items the car owner desired – period photos, tools, and often picnic supplies (lots of wine bottles and glasses). At the awards banquet, it became



Glenn Merrell (N.A. Drive Co-ordinator), Joe Pawlak (Vic Stag restoration) and John Macartney (Driver) with FIRST PRIZE that "uncle Jack" won in the Stag Concours.

apparent that every Funcours entry won an award. The TTA Stag was the focus of a lot of interest, beginning when John Macartney arrived accompanied by an escort of other Triumphs including a 2000 Roadster and two prewar Glorias. The TTA Stag was prominently displayed at the front of the hotel. For the restoration of the TTA Stag, Joe Pawlak received the VTR-T.S.I. Sweat Equity Award, which he graciously accepted on behalf of the entire ISOA restoration team.



For Jay Holekamp in his TR4 (4,883 miles), Murray Bruskin in his TR3A (4,656 miles), and certainly John Macartney on his multi-month North American Odyssey in the TTA Stag the journey to / from San Luis Obispo was perhaps even more significant than the California get-together. These three Triumph traveled some 25,000 miles with long stretches of high speed driving, memorable “road



food” meals at places with names like, “Big T Steak House” and “Roy’s Bar”, fine camaraderie, and lots of stunning scenery. As good as it gets!



*Jay “Cannonball” Holekamp*

**ISOA MEMBERSHIP:** Being a member of ISOA is easy! Owning a Triumph is optional, you can drive whatever you want. All you need to do is pay your annual dues of \$25.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

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



A YANKEE IN KING  
DAVID BROWN'S COURT

[DAVID BROWN (1904-1993), OWNER OF  
ASTON MARTIN FROM 1947 TO 1972.]

TEXT AND GRAPHICS BY  
PETER "Maestro" Connover

Early this year, while planning my travel for the Chicago Symphony Orchestra's recent European tour, I realized that the Autumn Concours of the UK Aston Martin Owners Club would be taking place the weekend before the start of the tour. Since last year I missed the same event at Bletchley Park (site of the WWII English code breaking operations) by just a week, I leapt at the chance to attend.



While the US chapters of the AMOC have an active roster of events, culminating at the annual Lime Rock Classic which attracts members from throughout the US for driving events, concours, and track events, England is really the epicenter of Aston activities.

This year, the Autumn Concours was held at Mapledurham House estate, a historic site near the city of Reading, less than an hour west of Heathrow airport. While we have all enjoyed car shows in various lovely settings, I don't think I have ever attended one more serene. The estate house is adjacent to the river Thames, and is a 10 minute drive from the nearest highway.

By mid morning, there were already dozens of Astons arranged on the lawn. All told, 44 cars participated in the Concours. The judges, dressed in



white lab coats, took their jobs seriously; however, judging was not very intense and the competition was very polite.

In addition to the official Concours entries, the adjacent lawn was filled with more than 100 Astons – many as nice as the ones under scrutiny. While there were not as many cars as the number of Triumphs at a VTR convention, I had never seen so many Astons in one place.

In the "Associate Classic" class, not only was there a 1971 TR 6 entered, but it won a prize (3rd place after a '92 Porsche and '89 Mercedes – it hardly seems fair!).



For me, the best part of the day was speaking with the owners of a lovely DB MkIII, the same model as the one that I'm restoring. They let me climb all over and under their car, looking at details that will be helpful to me as I put mine back together. Altogether, the British AMOC members were very welcoming and happy to have an Aston enthusiast from the States join them.

The Aston Martin Heritage Trust, which serves as the preservation wing for both the club and Aston Martin Lagonda

brought their two historic cars: "A3," from 1921, the earliest surviving Aston, recently restored, and a 1934 Ulster. At the other end of the spectrum, AML brought one of the just-released One-77 supercars – a limited edition of 77 cars, each priced at over £1,000,000, while Aston Martin Racing had on display car 756, the Endurance Championship Vantage GT4 car that had just won at the Nürburgring a couple of weeks beforehand.

In the time leading up to the presentation of awards, while attendees sipped champagne, various owners were asked to give short talks about their cars. Things must have been running behind schedule, as I was also asked to speak about my car and the vintage Aston scene in the US. Hopefully, I sounded enthusiastic and not idiotic.

May 25, 2010, marks the 75th anniversary of the AMOC, and commemorative events are being planned worldwide. In the UK, the Spring Concours will likely be held at Blenheim Palace, a venue certainly worthy of such an auspicious occasion.



*Maestro*



*Yuletide greetings to all of my devoted followers in the colonies. Once again, I have been solicited by the editor of your esteemed publication to provide some suggestions for the upcoming holiday gift exchanging season, and I am only most happy to oblige. As has been my wont for lo these many years, I have gone to great length to provide you, my gentle readers, with a wide range of possible gifts for the Triumph lover on your Xmas list. All of these items are in stock and available at [http://kaleco-auto.com/index.php?main\\_page=index](http://kaleco-auto.com/index.php?main_page=index) Happy Holidays to you all. BH*



Having trouble locating a replacement 710 Cap? KaleCoAuto has an industry exclusive: The Chrome 710 Cap. The chrome finish provides that desired sparkle and shine to your otherwise dull engine bay.



Modern synthetic oil is very expensive - so why run the risk of getting it dirty by running it through your motor block? KaleCoAuto bypass kit comes with everything you need to run the oil around your motor block where it will do more good. Oil runs cooler, and as a result, there may be horsepower gains!



Since man saw the first bird cartwheeling through the sky, he has dreamed of flight. This is for you, the dreamer. For every man, woman, and child of driving age that has ever been stuck in traffic, and envied the plane far above. This kit is for you. It is made of only the highest quality metals. Satisfaction is guaranteed 110%. We know you'll like it - No one has EVER returned one of these kits!



Been unsatisfied with the monster torque steer in your front wheel drive luxury car? Been annoyed by the rear end of your new high powered sports car sliding out in the rain and snow? Jealous of those folks with the big spoilers and pink performance parts? Let's face it: Only AWD cars have good handling. (Just ask anyone with an AWD performance vehicle.) To overcome the shortcomings of many otherwise nice vehicles, KaleCoAuto has developed this system! The lug-pulleys bolt directly to the wheel studs! If you can change a tire, you can install this kit. Please refrain from making left or right turns once this kit is installed. To enjoy the added handling benefits of AWD with this kit, is important that the steering wheel remains perfectly centered!



A long time ago when the transmission began to slip, you'd know it was time for a rebuild. But! Rebuilds are costly, and half the time, not necessary. What you may be experiencing is clutch-belt failure! KaleCoAuto heavy duty kevlar belts are made with the quality you can expect from KaleCoAuto. Please specify diameter and width of belt when ordering



When cleaning your engine bay and you are seeking that extra shine, you need KaleCoAuto's new Chrome Hollow Spark Plug Wires! Unique "hollow" design wires allow ignition molecules to flow freely from your distribution point to your motor apex! These Chromed spark plug wires replace those silly metallic spark plug wires and they never need cleaning

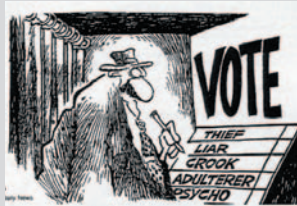
**Happy Holidays**



**REMINDER -**

*We will vote for the nine 2010 ISOA board at the Dec. meeting. If you or someone you know would like to run for a board position, please plan to attend the next meeting, and we will add to the list of nominees. Those nominated at the Nov. meeting were:*

- Jack Billimack
- Mike Blonder
- Tim Buja
- Kim Jenssen
- Jay Holekamp
- Roman Hrynewwycz
- Irv Korey
- Mark Moore
- Joe Pawlak
- Bob Streepy



**MARK YOUR EVENT CALENDAR**  
**THE 19TH ANNUAL CHAMPAGNE BRITISH CAR FESTIVAL**  
**JUNE 5-6, 2010**



**BIG BASH 2010**

**WHAT:** The Annual ISOA Party & Awards Night

**WHERE:** DesPlaines Elk's Club  
 495 Lee Street, DesPlaines, IL  
 [ph. 847/824-1526]

**WHEN:** Saturday, January 30th, 2010

**(6-7pm)** Hot & Cold Hors D'oeuvres with Cash Bar  
 BBQ meatballs, Egg Rolls, Cocktail Franks, Onion Rings,  
 Cheese Tray, Relish Tray & Chips and Dip,

**Main course:**  
 (select one)

- Poached Salmon Filet with Hollandaise on the side, or
- Broiled Filet Mignon with mushroom cap, or
- Chicken Cordon Blue stuffed with Canadian bacon and Swiss cheese

**Dinner at 7pm**

French Onion Soup with Croutons  
 Mixed Salad Greens, Tomato, Cucumber and Croutons  
 Double Baked Potato  
 Green beans with Sautéed Mushrooms  
 Vanilla Ice Cream topped with Chocolate Syrup or Crème de Menthe



*The cost for the Bash is only \$30.00 per person and you may also pay your 2010 dues with the same check. [EG - one chicken dinner @\$30.00, one beef dinner @\$30.00, next year's dues @\$25.00 = \$85.00.] Make checks out to ISOA and bring to the Dec or Jan meeting or mail to:*

**Kim Jensen, 903 Lilac lane, Joliet, IL 60435**



Dear Editor,



I got this great idea that I think will get both of us plenty of well-deserved recognition.

- maybe even a reality TV show!

You guys run a special edition of your newsletter with a cover story on how I invented a Triumph with autopilot, and my kid was playing with it and took off on a cross-country road trip. We get the media and the cops to look for a drone TR with a six-year old in the trunk going down the Eisenhower at 90 MPH.

You'll probably get a Pulitzer, and I get the TV gig. What do you think? Nobody will ever figure out that it's a scam.

RH, Fort Collins



Dear Dick,

While we admit to enjoying the notoriety that goes with receiving a Golden Quill or a VTR newsletter Award from time to time, we will take a pass on supporting a hoax [our April

issue notwithstanding] that would require a child to lie in public in order to give us a few minutes of media attention. Besides, a TR doing 90 on the Ike would probably cause some suspicion right from the git-go.



Dear Editor,

We here on the Norwegian Triumph Register awards committee have unanimously decided to award the 2011 "Best of Show" prize to you based on the quality of the restoration you plan to do. We have taken our cue from the those guys over at the Nobel who gave out their prize based on what they think their winner is going to do, so we figured we'd do the same thing.

Congratulations-  
Thörstæg Bjorktuúrd

Dear Thörstæg,

While we have every intention of doing a competent job on our current restoration project, perhaps it might be in the best interest of the organization for you to hold off on presenting any prizes until after you actually see the results of my efforts. Just as I hope the skinny, biracial guy in Washington manages to do the things it takes to earn the prize he got from you Norwegians, maybe we should wait and see how my TR4 turns out before we go presenting trophies.

Ed



2009 ISOA

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emanteno@comcast.net

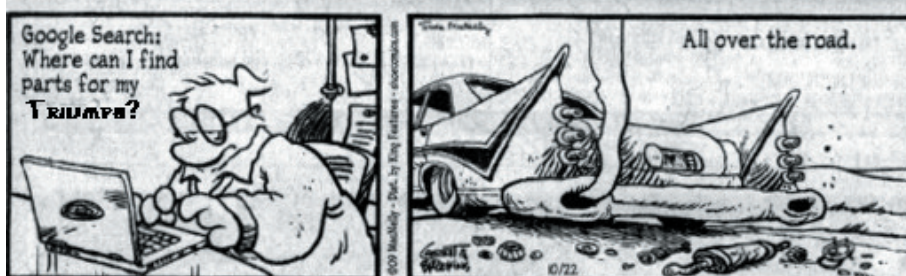
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**Publisher**

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**at Arms** 815/397-3253  
mrmtr6@sbcglobal.net

**BCU** Mike "Hands" Blonder\*  
**Reps** Terri "Whistler" Underhill

\*past president

**Shoe**





# The Week Before Christmas

by Clement Moore [with a little update by Bob Streepy]

**T**was the week before Christmas, and throughout old Chi  
Town, not a Triumph was running, not even a Kenown.

**M**y redlines were stacked near the compressor with care,  
in hopes that St. Lucas would fill them with air.

**C**asper and Lucille were nestled both snug in their sheds,  
while visions of overdrives danced in their heads.

**O**ld missus had promised, if I came through with a gift,  
she'd polish my Dule Log [if you get my drift].

**W**hen out on the street there arose such a clatter,  
I got off the old lady to see what was the matter.

**O**ut to the garage I ran as fast as I could,  
pushed on the opener and tripped over a hood.

**T**he sparks from the Dule lights on my evergreen trees  
made my driveway look like the parking lot of the Exxon Valdez.

**W**hen what to wondering eyes should appear,  
but an old Group 44 semi with eight tiny engineers,

**W**ith a nasty old driver so crabby and rude,  
I knew in a heartbeat, it must be St. Luke.

**M**ore rapid than Woods Brothers, his pit crew they came,  
and he screamed and he cursed, and swore at them by name;

**N**ow Stalker! Now Dacker! Now Elwood and Spuds!  
On Toofus! On Guzzler! On Gizmo and Suds!

**T**o the end of the driveway, inside the stall,  
now grind away, file away, cut away all!"

**A**s the Castrol that spews when your tach gets too high,  
as you try to keep up with some Corvette guy,

**S**o into my garage his wrenchmen they flew,  
with their chests full of tools, and St. Lucas, too.

**A**nd then in a twinkling I heard from my bench,  
the twisting and ratcheting of each tiny wrench.

**A**s I drew in my head and was turning around,  
into my garage St. Lucas came with a bound.

**H**e was covered in grime from his cap to his shoes,  
and his clothes were all coated with grease and with ooze.

**A** bundle of parts he had flung on his back,  
and he looked like a peddler just opening his sack.

**H**is eyes were so beady! His forehead so wrinkled!  
His cheeks were so sallow, His nose like a pickle!

**H**is thin little lips were drawn up like a bow,  
and the stubble on his chin was as gray as could go.

**T**he butt of a Camel hung loose from his lip  
and a pint of Jack Daniels extended from the pocket on his hip

**H**e had a blank stare and his teeth were all yellow,  
and he shook as he wheezed, like a bowl full of jello.

**H**e was skinny and gaunt, a right scary old elf,  
and I shuddered when I saw him in spite of myself.

**A** twitch of his eye and a twist of his head,  
soon gave me to know I had something to dread.

**H**e spoke not a word but went straight to his work  
and crimped all the connections, and then turned with a jerk.

**A**nd sticking his finger inside of his nose,  
he flicked off a booger, and out the door he goes.

**H**e jumped into his truck, to his crew gave the finger,  
and away they all flew not wanting to linger.

**B**ut I heard him  
exclaim as he  
rode out of sight,  
"Torque those lug nuts  
dipstick, because this is  
no rumor,

**I**f you forget to  
tighten them,  
you'll wind up with a  
Boomer!







## NOVEMBER 2009 MEETING NOTES

BY ROMAN "JR." HRYNEWYCZ,  
ISOA SECRETARY

Bob Streepy convened the November 1st edition of the ISOA meeting at precisely 7:10 PM at the famous Golden Pheasant of Elmhurst, Illinois. The turnout was a bit on the low side with only around 45 in attendance. As is his usual, Bob quickly got down to business with the introduction



of all of the board members who showed up. No new members or interested guests bothered to come, so that helped move things along. Next up, Mr. Bill Jensen hawked some of the club regalia, then Streepy offered his recap of that night's meeting of the board of directors which preceded the general meeting.

The next item of business was updates on long-term projects. Mark Moore's much anticipated rollout of his yellow TR6 is much closer now that the engine is plumbed and near its initial start up. After a long summer without a Triumph to drive, Chuck Montague with the help of Joe Pawlak is starting to build a 1500 CC Spitfire engine to replace the one which threw a rod through the side of the block. Joe took this opportunity to show the remnants of one of the connecting rods, pistons and crank from that ill-fated engine.

Joe Pawlak then updated the assemblage on the continuing saga of the TTA Stag. The story of this car continues since the charity still needs to dispose of it and to raise more funds with its sale. Joe also presented ISOA with the first in class VTR concourse trophy as well as the Ted Schumacher Imports Sweat Equity award. This is the first time this award has been presented to a group and not an individual. Congratulations to all who

participated in this restoration project.

Bob introduced a special guest speaker, Tiger Ray, from Vanilla Gorilla Coating Systems. Tiger came to our meeting to present his company's line of custom powder and ceramic coating services along with polishing, media blasting and metal dipping. The samples that he displayed were impressive and of very high quality. If anyone is in need of his services, Tiger is offering a 10% discount to ISOA members. For more information, visit [www.vanillagorillaccoatingsystems.net](http://www.vanillagorillaccoatingsystems.net).

We subsequently moved on to the discussion of past events. Once more Joe Pawlak took the floor, this time to give his impressions of the VTR convention in San Louis Obispo. The story he told of the California "fun-course" where everyone is a winner, literally, just proves that Californians reside in their own universe. I'm sure an interesting story of this event will grace the pages of this publication shortly. Jack Billimack gave a brief summary of the Toys For Tots drive to the Volo Auto Museum. Bob Streepy recounted this year's fall color tour that was organized and hosted by Kim Casper. After a short break, Jack Billimack discussed upcoming events. A full listing of which can be found in the calendar in the front of this newsletter.

The most serious business of the evening was the nomination of candidates to serve on the ISOA board for 2010. A full list of candidates can be found on page 14. There will be time before the election in December for anyone who wishes to mount a write-in campaign. Julie Miczek won the monthly raffle of goodies.

After the raffle, it was time for the Peter M. Roberts nominations. This month's list of good Samaritans was lengthy. First off, Lee Feder, through proxy Bob Streepy, nominated Karl Vacek for the use of a trailer to get his

stricken TR6 to a repair facility. He also nominated Roman Hrynewycz for the gift and delivery of a couple of trailing arm brackets. Next, Bob nominated Ed Krakowiak for buying and passing out some Mattel Hot Wheels TR6 replicas to members who own that car. Mat Krajniak nominated Bob Streepy for delivering his TR250 from Missouri. Bob Hansel nominated Frank Cartwright for making and installing some throttle brackets for Bob's TR7. Lastly, Jack Billimack nominated Jay Holekamp for extending a natural gas line from the new house out to the garage so as to keep Jack out of the house for the winter. The winner of the coveted chalice, but more importantly the free cocktail, went to Frank Cartwright.

Finally, we moved on to everyone's favorite, the Boomer award. Mark Moore started the process by naming Jeff Rust for opening the oil drain plug on his 6 after inadvertently jostling the catch pan out of the way and pouring 5qts of used oil on his garage floor. Jack Billimack then nominated John Kolton for bailing out of the color tour due to the lack of gas after he didn't avail himself of the opportunity to top off half an hour earlier at a planned gas stop. Also, he didn't bother to notify the caravan of his departure. Mike Blonder took it upon himself to deliver the bent wheel of shame to John.

Please do not miss the December meeting so that you will be able to vote on the leadership of the club. Streepy adjourned the meeting at exactly 9 PM.

*Roamin'*





*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: [trstreepy@sbcglobal.net](mailto:trstreepy@sbcglobal.net) or call 630/372-7565. The editor reserves the right to adjust the length of an ad to accommodate the space available.*

**•For Sale:** 1967 Triumph MK I 2000 Special Equipment model, rare 4 door saloon, show condition. Green and black exterior with red body stripe, Red interior with Mountney wood steering wheel, Triumph radio with period FM converter, B-W 35 auto transmission, 69,000 original miles, very reliable, rebuilt carbs. Spare parts included in package. 217/423-3501 [10/09 not an ISOA member]

**•For Sale:** 1970 Spitfire, Pimento Red with black top. New tires & new seats and carpeting, frame repaired, black convertible top and black tonneau cover in good condition, exterior paint in fair shape. Car runs, signals and lights work, restored over the last 20 years by the owner until he unexpectedly passed away last June. Car is located in River Forest. Contact Linda Cassin at 708-366-9024 between 5pm and 8pm or by email at [drcassin@aol.com](mailto:drcassin@aol.com). Asking \$2800, with many extra parts, including a transmission, carpeting, and an extra bumper, hub caps, distributor, heater plus other miscellaneous items. [11/09 not an ISOA member]

**•For Sale:** Engine & differential from 1976 [#CF5883UF] TR6 Jack Billimack 815/459-4721 email: [jbilimack@comcast.com](mailto:jbilimack@comcast.com) [12/09]

**•Wanted:** TR7 wheels and/or tires. Call Bob Hansel 630/462-8594 or email [bahbzilla@sbcglobal.net](mailto:bahbzilla@sbcglobal.net) [12/09]

**•For Sale:** 1974 Spitfire 1500. Hasn't run for about 10 years. Has engine, trans (he doesn't know if it's an overdrive), steel wheels, gauges, spare steering wheel, "new seats". Has title. No interior panels, no floors. Had a "bad" paint job several years ago. Asking \$200-\$300. Would like entire car gone. Needs garage space. Matthew Frechmann - Glendale Heights Phone: 630.790.0953 Ask for Matt or Janice. [12/09 not an ISOA member]

## Happy Birthday

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

- |                      |                        |
|----------------------|------------------------|
| Rich Miczek 12/02    | Donna Jaquet 12/15     |
| Mike Mueller 12/02   | Rosanne Felix 12/15    |
| Kathy Smith 12/03    | Mark Hattenhauer 12/18 |
| Gwyn Dekker 12/04    | Peter Lee 12/19        |
| Murray Bruskin 12/05 | Sandy Reese 12/20      |
| Jake Jaquet 12/07    | Peter Schoppely 12/20  |
| Bob Toms 12/07       | Mike Johnson 12/20     |
| Roy Congrove 12/07   | Ed Mitchell 12/21      |
| Rich Aubert 12/11    | Trish Konopka 12/27    |
| Brent Groza 12/11    | Pat Morse 12/27        |
| Bob Crowley 12/14    | Ryals Cheek 12/29      |
| Rick Miller 12/14    |                        |

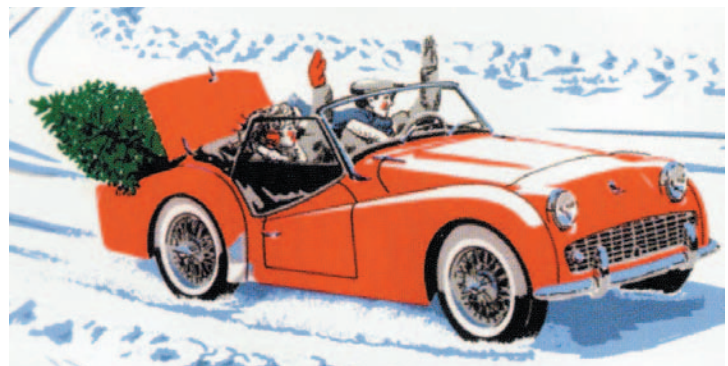
NEW MEMBERS

[memberships - 178; members - 252]

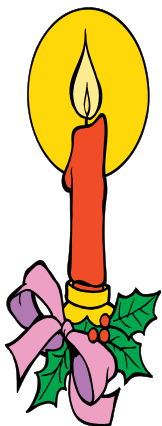
Tim Dunderdale

2308 S Eastwood Dr., Woodstock, IL 60098-4615

Work Phone: 815 337-6846



# Season's Greetings



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## *THE REAR VIEW MIRROR DECEMBER 2009*

