



SNIC

BRAAAPP

MAY 2010

Vol. V Issue No. 455

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-FOURTH YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

ISOA INAUGURAL GO KART CHALLENGE!!

TEXT & GRAPHICS BY BOB "SUDS" STREEPY



Prior to the April ISOA meeting on Sunday the 5th, nearly 20 Coventry Irregulars convened at the Melrose Park Indoor Grand Prix Go-Kart track a few miles east of the Golden Pheasant for an hour or so of "spirited" go kart driving. The ISOA contingent began to arrive around 3:30 and registered for the inaugural "ISOA Challenge." Fourteen members [Murray Bruskin, Brent Groza, Lorrie Ann Fisher, Mark Fisher, Mark Hattenhauer, Peter Schopperly, Tom Morgan, Lee Feder, Rich Scholl, Chuck Montague, Jim Aldridge and Roman Hrynewycz] chose to compete wheel-to-wheel, while a few others [Dennis Hill, Pat Morgan, Jack Billimack, and your humble and obedient scribe] chose to observe, mainly due to various maladies that precluded their participation.

The competitors attended a brief driver's school meeting around 3:45 and then donned their headsocks, helmets and [optional] racing suits before being assigned their karts. The go-karts were 9hp propane powered machines capable of attaining speeds in excess of thirty miles an hour, more than enough to test the skills of the drivers. The track was recently reconfigured and featured numerous switchbacks and twists along with two or three straight-aways that simulated a mini version of Elkhart,



continued on following page 9

**INSIDE YOUR MAY
SNIC BRAAAPP**

- Con "TR" ibutions from Across the Pond
- Distributor & Carb Clinic Reports
- Letter to the Editor
- Caravanning Guidelines

Lots More Stuff



Distibutor Clinic



Text and Graphics by Jack "Spuds" Billimack [as told to Bob Streepy

A combination of approximately 25 new and old ISOA Triumphistae gathered at the Hampshire Quarter Horse farm and Triumph Ranch on Saturday, April 10th, to participate in the club distributor clinic. For many in attendance, it was their maiden outing to a club clinic, and they went home in awe of the expertise of the clinic master of cer-



emonies. The occasion marked the unveiling of the recently refurbished ISOA distributor machine, which had been expertly restored by Joe "Stagmeister" Pawlak, the host, as well as the facilitator of the event. Joe began the proceedings with a brief description of the restoration of the vintage distributor machine, before giving an overview of the function of the distributor. He passed around several distributors, both functional and dysfunctional and explained some of the typically problematic aspects of these vital components.



Joe advised the attendees on how to check for worn shafts, improper springs, and frozen weights, some of the most common distributor maladies. Meanwhile, Tim "Toolman" Buja exhibited graphs of the distributor curves that were applicable to various Triumph distributors. From that point, there was a considerable amount of testing done by the participants, as well as some "tinkering" with the various distributors that the members brought with them for evaluation and repair. At least half a

dozen distributors were diagnosed and adjusted before the group broke for lunch.

One of the more interesting distributors was brought by Pete Ballard, who had recently purchased a new electronic unit which he brought to the clinic for an evaluation. Another item of interest, although not related to Triumph ignitions systems, was a handmade object d'art fabricated by Don Sheldon. The sculpture depicted a Stag and was presented to the Stagmeister for his leadership of the TTA Stag project.



Around midday, Kathy served a hearty lunch of, fittingly enough, Sloppy Joes and chips. After the break, some of those in attendance made their exits, while others remained behind to further diagnose the condition of their distributors. By mid afternoon, just about everyone had left the garage but not without a much further appreciation for the functioning of the heart of the ignition system and Joe's vast technical knowledge of this device.

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. Do not read SNIC BRAAAPP if you are illiterate. Questions, comments, concerns, or great thoughts should be directed to:

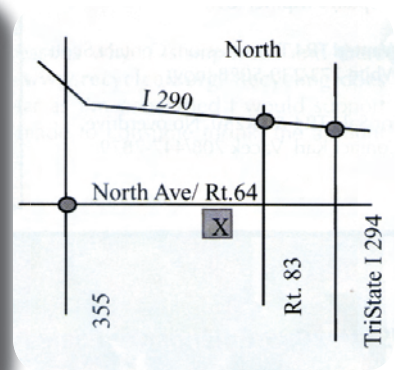
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ILLINOIS SPORTS OWNERS ASSOCIATION

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
MAY	2ND	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	8TH	SAT.	8:00 AM	TUNE UP CLINIC - 1114 RAIL DRIVE, UNIT C, WOODSTOCK, IL 60098
	22ND	SAT.	8:00 AM	SPRING BREAKFAST RUN - MEET AT PETRO TRUCK STOP - I-39 & RTE 38, ROCHELLE, IL
JUNE	5TH & 6TH			CHAMPAGNE BRITISH CAR FESTIVAL, BLOOMINGTON, IL
	6TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	13TH	SUN.		BRITISH CAR DAY SOUTH, CONCORD, NC [TRIUMPH IS FEATUTED MARQUE]
	16TH-20TH			TRA NATIONAL MEET, HOLMES COUNTY, OH
	19TH & 20TH			BLACKHAWK CLASSIC & SPRING CAMPOUT, ROCKTON, IL
	20TH	SUN.		WISCONSIN BRITISH CAR FIELD DAY, SUSSEX, WI
	25TH	FRI.		ISOA DRIVE-IN MOVIE NIGHT, CASCADE DRIVE-IN, WEST CHICAGO, IL
27TH	SUN.		MICHIANA BRITISH CAR SHOW, SOUTH BEND, IN [WWW.MICHIANABRITS.COM,]	
JULY	11TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] <u>NOT THE FIRST SUNDAY</u>
	10-11			MAD DOGS & ENGLISHMEN XX - GILMOUR CAR MUSEUM - HICKORY CORNERS, MI
	17TH	SAT.		LONDON TO BRIGHTON RALLEY, CONTACT INDIANA BRITISH CAR UNION @WWW.IBCU.ORG
31ST	SAT.		CAMPOUT & DRIVING TOUR - BLONDER'S RETREAT - HARBERT, MI	
AUG.	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	19-22			OPEN AIR CLASSIC, EAU CLAIRE, WI
	19-22			VINTAGE RACE AT HEARTLAND PARK IN TOPEKA, KS [TRIUMPH IS FEATURED MARQUE]
	22ND	SUN.		GENEVA CONCOURS, GENEVA
	29TH	SUN.		20TH ANNUAL ORPHAN AUTO PICNIC, KENDALL CTY FAIRGROUNDS, YORKVILLE, IL
29TH	SUN.		MILK PAIL CLASSIC CAR SHOW, ELGIN, IL	
SEPT.	5TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	9-12			SIX PACK TRIALS- OXFORD, OH
	12TH	SUN.		BRITISH CAR FESTIVAL, OAKTON COMMUNITY COLLEGE, DESPLAINES, IL
	12TH	SUN.		THE SALISBURY CONCOURS D'ELEGANCE, DESMOINES, IA WWW.SALISBURYCONCOURS.COM,
19TH	SUN.		5TH ANNUAL CANTIGNY CAR SHOW, WHEATON, IL	
OCT.	3RD	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	19-23			VTR, JEKYL ISLAND, GA
	TBA			FALL TOUR & CAMPOUT
NOV.	7TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
DEC.	5TH	SUN.	4:00 PM	INDOOR GO KART RACING AT MELROSE PARK INDOOR GRAND PRIZ
			7:00 PM	ISOA GENERAL MEMBERSHIP MEETING



A LITTLE BS FROM BS



NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE

After just about a year of disassembly, cleaning, sandblasting, powder coating, ordering parts, and sending stuff off to various specialists for rebuilding, rechroming, recalibrating, etc., I finally got to turn my ratchet to the right for the first time on my project TR4. Installing the upper fulcrum pin on the frame may not sound like much, but it marked a milestone of sorts in that it was the first time I actually put something back onto the car, or at least its frame. While I didn't get all misty-eyed or anything, it was to some extent a feeling of accomplishment to officially begin the assembly process on the car.

To no one's surprise, as in virtually every restoration project, this one is proceeding behind schedule and over budget, despite my avowed intention to learn from

the mistakes I've made on my previous projects. Still, I am reasonably pleased with the progress to date. As of mid April, the body was stripped and is now undergoing some "minor panel-beating." [Given the fact that there is not a straight piece of sheet metal on the car, this process will certainly involve a significant amount of time, not to mention currency.] The drive train also will be rebuilt over the next few months, and if our calculations are correct, both the chassis, complete with engine, transmission, and rear end, along with steering, brakes and suspension, will be done about the same time the body is ready to remount. We hope to have the car, as in body [with proper panel fitment], frame, and drive train back at SNIC BRAAAPP Towers by early fall, thus giving us the winter and spring to install the wiring, interior, bumpers, etc.

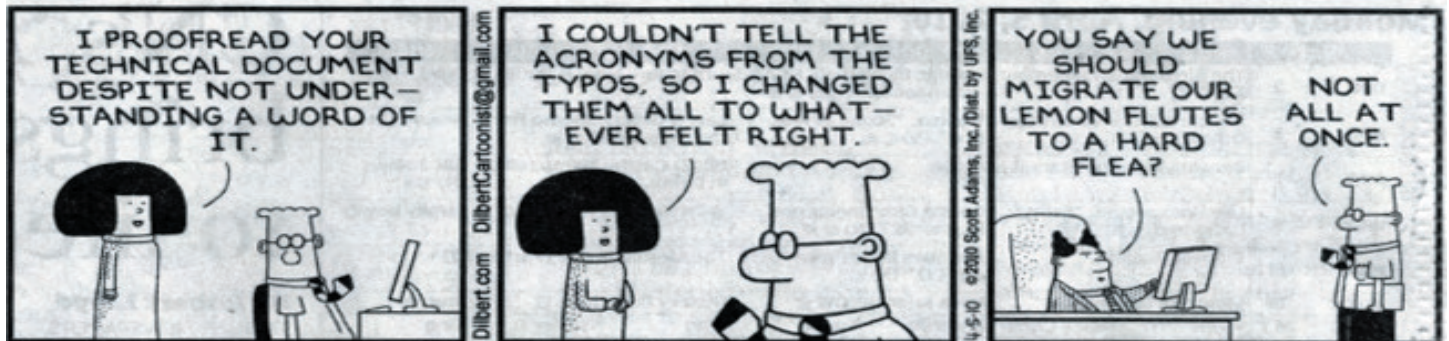
Although the pace may sound a bit slow, in fact, I think that the progress so far is pretty much on schedule. Lest anyone get the mistaken idea that I have had a hand in much of the work that has taken place, I want to give credit where credit is due. Were it not for the talent and skill of ISOA club members, this latest project [code named "Streepy's Folly" by

SNIC BRAAAPP's head proofreader] would never have gotten off the ground. Mike Mueller has provided the use of his sandblaster, parts washer, and powder-coating oven for more hours than I can count. Steve Yott has also allowed me to dirty up his parts washer and depreciate his blasting cabinet, too. Dave Kayson has coordinated the bodywork and gracefully handled many of the details that go with long distance restorations. Jay Holekamp has accompanied me on cross-country parts finding junkets and offered a great deal of sage advice on TR4s and project management.

The months to come should be exciting and I am looking forward to watching CT19263 LO take shape. It's a little like a first time parent watching an infant progress from newborn to toddler as they make note of rolling over, crawling, etc. It probably isn't too exciting to many others to hear about a baby pulling itself up to its feet for the first time, but I did set the little lever on the back of my ratchet to tighten for the first time last week - and I have the pictures to prove it. Just ask me at the next meeting, and I'll show you.

Suds

Dilbert



The head proofreader at SNIC BRAAAPP Towers after reading yet another technical article.

With the motoring season finally upon us, once again we are reprinting Uncle Spuds's "Guide to Great Caravanning." He wants to make sure it is as good for you as it is for him.

ISOA CARAVAN GUIDELINES

TYPICAL DAILY SCHEDULE



(The specific day's schedule will depend on how far the caravan plans to go, road conditions, number of cars in caravan, frequency of problems, etc.)

Be ready to start on the road between 8:00 - 9:00 am (or whatever time is agreed upon). Optional -- sometimes it is necessary to make a brief "pit stop" not long after the start (for personal comfort after pancake breakfasts, etc.). If necessary, we can make a brief pit stop, often at a highway rest area, but everyone should try to be ready to proceed in about 10 minutes. Stop for gas and a stretch about 10:30 am. (Try to limit stop to 15 minutes) Stop for gas and lunch about 12:30 - 1:00. (Try to limit stop to 1 -- 1-1/4 hours including getting gas) Stop for gas and a stretch about 3:30 - 4:00. (Try to limit stop to 15 minutes) Stop for the evening about 6:00 - 7:00 If desired, meet for dinner (pizza, etc.) about 30-45 minutes after arrival and check-in. The distance between stops is determined by time of day, weather conditions, car performance, smallest gas tank, weakest bladder, etc. We generally try to go 2 - 2-1/2 hours between stops, sometimes 3 hours. Too many stops can result in arriving at our destination town quite late in the evening.

General Hints for Happy Caravanning

Make sure you understand the planned route, approximate distance the caravan plans to travel that day, and the planned evening stop location. Have hotel number, road, town, etc. At the beginning of the day, be ready to leave at the agreed upon time. Have a full tank of gas, full stomach, empty bladder, etc. by the departure time. If you have a CB radio, tune it to the agreed upon

channel. **[Be sure to have an I-Pass if any tollway driving is included.]** The caravan will have a "lead car" at the front and a "sweep car" at the rear. The lead car will do its best to know the route and have a working CB radio. The slowest cars (or the car which is expected to be least dependable) should take positions near the front of the caravan. The "sweep car" (last) should drive with headlights on so it's easier for the lead car to see where the end of the caravan is. The sweep car should have a working CB. Once driving, try to keep a consistent interval between you and the car ahead of you. This helps avoid frequent speed changes farther back in the caravan.

If you think the caravan is going too fast or slow, call the leader on your CB or signal some other car in some way. However, keep in mind that no two Triumph speedometers read the same. Some can be 10-20 mph off. The leader usually tries to drive at about the legal speed limit. Therefore, it's important to keep your interval with other cars to minimize the need to slow way down or speed way up.

If the caravan needs to make an unplanned stop for repairs, personal comfort, etc. and the group has been driving for at least 1-1/2 hours, fill up with gas if you have a chance. This will prevent getting "out of sync" with the other cars. For driving variety (especially on Interstates), switch driving order once in a while by passing a couple of caravan cars or having several pass you. This keeps the "scenery" a little different and occupies your mind.

Communications

A CB radio is most effective and enjoyable for short ranges. At the start of the day, find out which channel will be used. Use the CB to give instructions, tell of problems, comment on society, etc. It makes the trip seem shorter. If you have an operating cell phone, give your number to the leader (if leader has a phone) and get other cars' numbers. You shouldn't need the phone, but it might help if the group gets separated.

If you see a problem with anyone else's car, try to signal them and explain what it is.

Trouble/Unplanned stops/Emergencies, etc.

If your car has trouble (or if you need an emergency stop for personal reasons), try to locate a rest area or wide shoulder. Signal caravan leader that you are pulling off. The entire caravan will probably stop if it's safe to do so. If not, the caravan will pull off on next exit or road. Pull as far off the pavement as possible and turn on flashers (if you have them). If you get out of your car to work on it, try to stay on the passenger side of the car, away from passing traffic. Keep anyone who is helping you on that side, too. Don't forget about passing high speed traffic which will be surprised by a number of cars parked along the shoulder. When pulling back onto the highway, it usually works best if everyone is ready to roll, then the last car pulls on to the road to "block" for the others. It sounds good, but it doesn't always work, especially on Interstates.

Leaving the Caravan

If you decide to (or are forced to) leave the caravan for personal or mechanical reasons, make sure someone knows that the caravan shouldn't wait for you or look for you. Try to inform the caravan leader or sweep car. If you plan to meet up with the caravan later in the day or at the evening stop, know where the caravan plans to stop for the night. Get the hotel phone number, etc. if possible.

Remember, this is our vacation. We must have fun!!

Jack Billimack

8/24/98

Chief Foreign correspondent Tony Beadle is on special SNIC BRAAAP undercover assignment this month and unable to provide his customary Con "TR" ibution. In its place, we are running a special "Best of Beadle" encore" of one of his earlier verbal tapestries from 2007. Ed.



As well as the various car clubs and other organisations that I am a member of, for some years now I have also been involved with the Society of Automotive Historians. Although SAH is an American-based movement, it has over a thousand members in 26 countries around the world. I mention this only to illustrate that my fascination with the history of the automobile goes back quite a long way, but it also explains why my wife often despairs at the amount of valuable shelf space in our home that is taken up by car books.

One of my favourite reference works is 'The Beaulieu Encyclopaedia of the Automobile', a huge two-volume publication of 1,800 pages which attempted to list every motor manufacturer that ever existed. Delving at random in its pages always produces an interesting story or some information about a long-forgotten make that disappeared at the dawn of the motoring era. But looking

in the encyclopaedia can occasionally reveal new facts associated with established and well-documented marques, such as Triumph.

For example, it was only when idly leafing through Volume 2 (M-Z) recently I discovered that, in

addition to Standard-Triumph of Coventry, there had been three other companies producing cars with a Triumph badge – two of which were based in Illinois!

Before I expand on the two Triumphs from Chicago, a few words about Triumph Werke AG of Nuremberg in Germany. Basically a motorcycle company that existed from 1903 to 1957, in 1933 they made a few three-wheeled coupes to take advantage of local tax concessions for such vehicles. The trikes were rear-wheel drive and powered by a 350cc engine.

According to the encyclopaedia, the Triumph Motor Vehicle Company produced a small number of electric cars between 1900-1901 that were advertised with the slogan 'a swell carriage for professional men, ladies or family use'. The Triumph Motor Car Company lasted a little longer – from 1907 to 1912 – and made a range of four-cylinder models, including

tourers and roadsters, with a limousine also offered in 1909.

A unique feature of these Triumph cars was a self-starting system that operated by using compressed air. Somehow the exhaust gases were stored in a tank under the seat at a pressure of 125psi and fed back into the cylinders to get the engine going (ISOA members, please do not try this on your Triumph!).

Spurred on by these intriguing snippets, I consulted another large book on my shelves: 'Standard Catalog of American Cars 1805-1942'. A single volume of almost 1,600 pages, this book added some further details about both companies.

Located at 1012-1013 Monadnock Block in Chicago, the Triumph Motor Vehicle Company was incorporated in June 1900 with a capital stock of \$300,000. The company adverts proclaimed 'Triumph Automobiles – All Their Name Implies', although the electric stanhope (defined in my dictionary as a light open two- or four-wheeled carriage) model was also sold branded as an Ellis. Given ninety days notice, this Triumph concern would build customers a steam or gasoline powered device, and prices went from \$750 to \$2,000. During February 1901 plans were announced for a new factory at Kankakee, but the company went out of business before this could happen.

The Triumph Car Company



was set up by John H. Behrens in 1907, but Eric B. Christopher handled sales in the early years. A former car mechanic turned automobile dealer, Christopher brought in his two brothers – R.B. and M.E. – and the company offered the Triumph 'Self-Starting Car'. Designed by a superintendent in the factory named C.L. Halladay, the compressed air device was activated by the driver using a switch and foot button. This particular Triumph was promoted with the slogan 'A car to direct – not to labor with' and came in 30hp, 35hp, 40hp and 45hp models.

Vincent Bendix and O.M. Delauney bought the Triumph Car Co in August 1907, and Bendix improved the compressed air starting system but left the running of the business to his partner. The price of a Triumph dropped from \$3,500 in 1907 to \$2,250 five years later but the reduction was not enough to save the company from extinction.

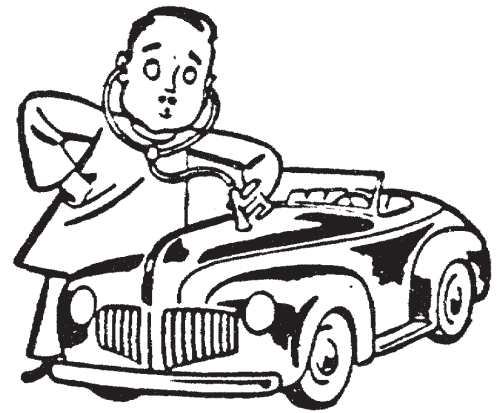
Having exhausted all the possibilities of Triumph, I then turned to Standard. The Beaulieu book has 14 Standards – eight of which were in the USA – including the Standard Engineering Co of Chicago. The Standard cyclecar introduced by this company in January 1914 was unusual for those days because it came with electric lights and self-starter, but production lasted less than a year.

On the other hand, the Standard Catalog lists 51 companies in America that used the name Standard, although the vast majority of these were purely speculative ventures and never actually manufactured any vehicles. However, in addition to the Standard Engineering Co mentioned above, this book also contains information about the Standard Automobile Company (1900-1901) and the Standard Motor Vehicle Company (1903) – both of which were also located in Chicago.

When you add in the Standard Limousine Company (1910), by my reckoning between the years of 1900 and 1914 there were no less than four Standard and two Triumph car companies operating in Chicago.

However, for me personally, bearing in mind my visit to the Vintage Triumph Register National Convention hosted by ISOA in 2005, the most amazing discovery was that of the Standard Auto Company of Rockford, Illinois. Formed late in 1908 by S.O. Widell, John Wester and S. Loan with a capital stock of \$10,000, sadly this is one of those companies that apparently failed to produce any automobiles. Nevertheless, there was once a Standard Auto Co in Rockford – how incredible a coincidence is that?

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ISOA TECHNICAL ExSPURTS

- TR3** Bill "**Whizmo**" Pyle
630/773-4806
- TR4** Pat "**PowerBuldge**" Lobdell
219/942-1263
- TR4A/
250** Steve "**Drippy**" Yott
262/997-0701
- TR6
(Early)** Jeff "**Stalker**" Rust
815/874-5623
- TR6
(Late)** Irv "**Elwood**" Korey
847/831 2809
- TR7** Phil "**Factor**" Fox
630/662-7721
- TR8** Tim "**Tool Man**" Buja
815/332-3119
- Spitfire -
[Early]** Joe "**Stagmeister**"Pawlak
847/683-9683
- Spitfire -
[Late]** Bill "**Mr. Bill**" Jensen
815/729-9731
- GT6** Dave "**Snake**" Shedor
847 566 0478.
- Stag** Joe "**Stagmeister**"Pawlak
847/683-9683
- Machinist** Bob "**Opera Man**" Crowley
630/319-7343
- Electrical,
Paint, Body,** Joe "**Stagmeister**"Pawlak
847/683-9683



CARB CLINIC



TEXT AND GRAPHICS BY
KIM "LOWER WACKER" JENSEN

The weather on March 20th sure enough denied it was the first day of spring as rain, sleet and snow pelted about 20 ISOA faithfuls who trekked to Joliet (from 3 states!) for the annual Carburetor Clinic. Of course, Al "Chromedome" Christopher was the first to arrive. Attendees gathered in the warm Jensen Garage with coffee and donut holes and soon began to study the mysteries of Triumph carburetors. There was even a Mr. Wizard demonstration of how well Oxy-Clean works as a parts cleaner. As with any ISOA

gathering, there's always fellowship along with the work and the possible Boomer nomination suggestions. Chris "Fumes" Smit had an unfortunate meeting that morning with the Indiana State Police, who claimed he was speeding in a construction zone. And it was overheard that John "FuFu" Kolton brought his carb rebuild kit materials, but no carbs to rebuild? Bill "Mr Bill" Jensen provided homemade



meatball minestrone soup, and by mid afternoon, thanks to able assistance of Jerry "BJ" Hurst (he even brought his own throne so he could hold court) and Frank Cartwright (with his "Felix the Cat" magic box of tricks) about 8 Zenith Stromberg carbs were disassembled and rebuilt. After witnessing



the amazing sharing of knowledge at this clinic, a Joliet resident wishing to sell his GT-6 decided that he's going to join ISOA and either keep the GT-6 or look for a TR6! Now onto distributors & the tune-up clinic and warmer driving days ahead....



Lower Wacker



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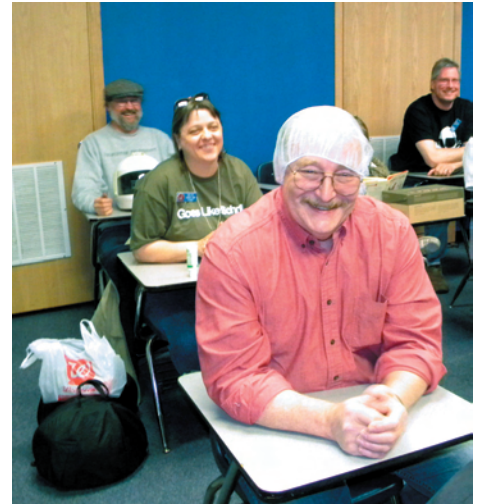
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*past president



continued from page 1

without the elevation changes.

The ISOA racers competed in three 8-lap races with a break for "civilians" in between. This seemed to work especially well since 14 was just about the maximum number of karts that the track would allow out at one time, thus eliminating any

Road	Driver	by best lap	finished
8	Painless	38.96	11 2.98
21	Peter Schoppely	35.88	3 0.77
22	tmorgan	38.07	9 2.02
3	topjimmy	37.98	5 1.51
20	Silo	37.99	8 1.89
7	Charles Montague	39.46	13 4.36
2	Junior	37.85	6 1.76
4	Milkman	44.05	14 5.49
9	LA Fisher	37.07	4 1.43
12	L-Feds	37.80	10 2.70
18	Brest Groza	36.25	2 0.51

"outsiders" from the "Challenge." The track officials posted a leader board with instant updates of the standings among the racers on a wall visible to the racers and spectators, and it was amusing to see the club nicknames flashing up on the screen



along with their times for each lap and heat. Upon conclusion of each race, the drivers were given a sheet that displayed their times per lap along with a graph showing lap times, stand-



ings, best lap, average lap, gap, and other miscellaneous data. The results are also posted on the MPIGP website: <http://scores.oskarsystems.com/mpgp/>.

The facility also had a lounge area for spectators that served snacks and beverages. The spectators were permitted to bring their refreshments to the viewing area and were entertained by the antics of the drivers. Unlike the other event near and dear to the hearts of all true ISOAers, White Trash Nite, there were no post race fisticuffs or profane outbursts among the contestants, much to the dismay of the viewers.

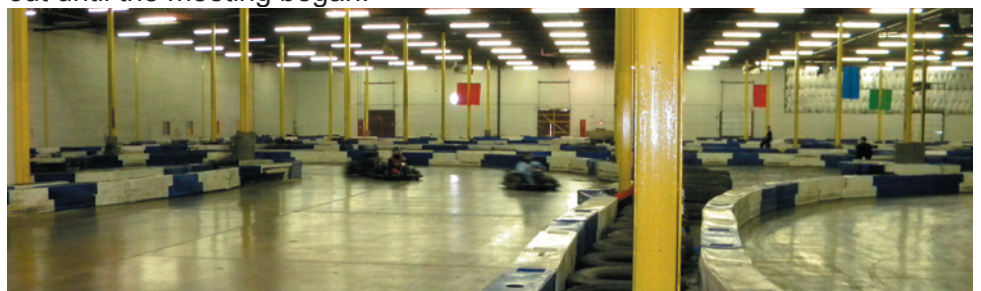
The ISOA Challenge finished around 5:30, and the group headed over to the Golden Pheasant to hang out until the meeting began.

The general consensus was that the event was definitely enjoyable and all agreed that they would participate in a subsequent outing to the facility. There are currently tentative plans to hold follow-up "Challenge, possibly in December.

Stay tuned to this news outlet for further details as they become available.



Suds



UPCOMING EVENTS OF IN"TR"EST



Tune Up Clinic

May 8th 8:00 AM until ??
 Control Systems Integration, Inc.
 Mark "Silo" Fisher - Proprietor
 1114 Rail Drive, Unit C Woodstock, IL 60098
 847-224-9871

Coffee, Donuts, Soda will be provided and we will place an order from Jimmy John's for lunch.

Special Deal for ISOA members!!



FREE point inspection leading up to and including the day of the clinic at Vintage Sports Car [Next door to CSI] 10:00 - 3:00 PM April 3, 10, 11, 17, 18, 24, 25, May 8, & 9.

Call for 815-337-4001 appointment.



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

"EASE ON DOWN THE ROAD"
 THE CHAMPAGNE BRITISH CAR FESTIVAL IS "EASING ON DOWN THE ROAD" TO BLOOMINGTON, ILLINOIS. THE EVENT WILL BE HELD AT A NEW LOCATION AND ON A NEW DATE.
 JOIN US FOR A FUN FILLED WEEK END IN BLOOMINGTON, IL AT THE HOST HOTEL WITH A CAR SHOW AT THE NATIONAL HISTORIC DAVID DAVIS MUSEUM.
 WATCH THIS SITE FOR INFORMATION ON EVENT AS IT IS DEVELOPED



HOLMES COUNTY OHIO TRIUMPH REGISTER OF AMERICA NATIONAL MEET

June 16-20
 Holmes County, Ohio



MID-IOWA BRIT/EURO CAR CLASSIC

Save The Date! Saturday June 5, 2010

The 2010 Mid-Iowa Brit/Euro Car Classic is rapidly approaching. This year's classic will take place on the first Saturday in June. Make plans now to spend June 5th with us as we celebrate our passion for British and European automobile craftsmanship.

This year's show will be bigger and better than ever. Once again the destination will be the beautiful West Glenn Town Center in West Des Moines, Iowa.

The 2010 Mid-Iowa Brit/Euro Car Classic will be surrounded by many shops, restaurants, hotels and entertainment. Everything to make your trip to beautiful central Iowa exciting and memory filled. See the map on our website for directions.

An exciting addition this year is the Friday Night Mid-Iowa Brit/Euro Road Rally sponsored by our friends at Road Rally Charities. These guys know how to put together a fun and exciting event. Participants will enjoy the scenic beauty of Central Iowa while touring the countryside in their classic ride. Final details and trip guide are still being worked out. Plan now to be a part of this inaugural pre-show event.

Don't miss the best car show in the Midwest. The 2010 Mid-Iowa Brit/Euro Car Classic will be the premier event for all enthusiasts of fine British and European automobiles. Register early for this exciting show. All the information is easily found on our web site listed below. We are always adding new information so check back often.

Feel free to forward this information to all of your car club friends. We would love to see them and their classic car at the show. We look forward to seeing you on June 5th at The 2010 Mid-Iowa Brit/Euro Car Classic.

Get the latest information on our website:
www.midiowacarclassic.com



If you wish to no longer receive notifications about The 2010 Mid-Iowa Brit/Euro Car Classic, please reply to this email with the word "remove" in the subject line and we will remove your name from our list. Thank you.



JEKYLL ISLAND
YEAR ROUND *Beach* RESORT

North American Triumph Challenge



2010

October 19-23, 2010

TRIUMPH
TRials 2010
OXFORD

September 9-12, Oxford, Ohio



Kastner Cup Vintage Race Event at Heartland Park in Topeka, Kansas August 19-22. Triumph is featured Marque! www.HeartlandVintageRacing.com



The Salisbury Concours d'Elegance An annual celebration of the fine art and design of the automobile - Sept. 12! three miles west of downtown Des Moines, IA. www.salisburyconcours.com, British cars are featured this year

20th Annual
Orphan Auto Picnic

Presented by
Chicagoland Corvair Enthusiasts

chicagoland corvair enthusiasts

oap 20

Sunday, August 29th
(rain or shine)

Kendall County Fairgrounds
Just West of Route 47, on Route 71,
near Yorkville, IL

A Great End of Summer Event!

The Milk Pail CLASSIC CAR SHOW



12th Annual
Sunday August 29, 2010
9:00 am to 4:00 pm

Mad Dogs & Englishmen Plan now to join us for our 20th Annual Show
MD&E British Auto Faire XX
July 10-11, 2010
Gilmore Car Museum, Hickory Corners, Michigan

Put this show on your calendar and register early for one of the best British car shows in the Midwest. Last year this show had 400 car entries and over 80 awards were given in 35 categories. Review the registration form for more activity details.

Saturday, July 10

- Afternoon Rally - 1pm
- Dinner Banquet - Beacon Club Restaurant

Sunday, July 11

- Site Registration Bam - 12 noon
- Car games on the track
- John Twist's Rolling Technical Seminar
- Ride the Double Decker bus and British Taxi
- British Tea in the afternoon
- British motorcycles welcome and encouraged
- Voting in 35 categories for over 80 awards
- Parts vendors and cars for sale
- Access to the Gilmore Auto Museum grounds

visit our NEW website at: www.maddogsandenglishmen.org

Featured Marque - Jaguar
(still retaining the normal 5 judging categories)
Rare Gem - Riley

Tea time

Take your car to the show

Free advice in John Twist's Rolling Technical Seminar

Bring the family and make it a weekend in SW Michigan

- Kalamazoo Air Zoo
- Lake Michigan arts and beaches-1 hr
- Binder Park Zoo-40 minutes away
- Studebaker Museum, South Bend
- The Barn Theatre, Augusta, MI
- Golfing AND MUCH MORE!

Register on the website, or call 269-344-5555 for more information



Dear Editor,

Ever since you wrote about my business [Strip Rite Metal Derusting, LLC] in your fishwrap after your club campout last fall, my parking lot has been jammed to overflowing with BMWs and Hummers belonging to the RNC's "Young Eagles." I have had to hire extra staff to direct traffic, and the local cops are invoicing me for overtime to handle the overflow and extra wear and tear on the Union Grove roads. It seems that these young Republicans read your article and have flocked to my place because they think that I'm running some kind of lesbian bondage strip club instead of a metal preparation company. The only kind of T & A we have here is from early Fords and the only G-strings are on the guitars our workers play during their breaks. The leather our employees wear is on the gloves they use when working around hazardous chemicals, and none of them are allowed to wear a horse's bit in his mouth on company time.

Would you please inform your readership that I have since changed the name of my company, at no small expense. To eliminate any confusion, ISOA members who need to have the finish removed from their cars and would like to avail themselves of my services, may now find me at "Bare Naked Bodies" Union Grove, WI. I hope this clears up any confusion once and for all, and we can get back to the business at hand of prepping metal for paint.

Sincerely,
Dave Vrba, proprietor

Dear Sir,

We regret any inconvenience our story on your shop may have created, and we apologize profusely for the overflow crowd of patrons seeking services that you do not provide. To compensate you for any unanticipated expenses incurred by the influx of "Young Eagles" seeking something other than quality metal prep, we have forwarded an invoice in the amount of \$2,000 to Michael Steele, the Republican National Committee Chair, who I'm sure will gladly reimburse you for your out-of-pocket expenses, assuming he has any money left after his recent junket to Hawaii, his use of private jets, the limos, the stays in the Ritz-Carlton, and the Wolfgang Puck catered dinners.



PS – We labeled the invoice "Family Values Workshop Expenses" to expedite its approval.

Ed.

Dear Editor,

Following our unbridled success at "evangelizing" American history textbooks, we here at the Texas Board of Education have decided to shine our Christian light into other domains. Our staff has identified Triumph owners as disciples of Lucas [the Devil], and we believe we can save your souls by showing you the true light. We have decided to revise **Triumph Cars – The Complete**

Story by Graham Robson and Richard Langworth in order to eliminate those passages and references which we find objectionable and to replace them with sections that we find more in keeping with our views. We would appreciate it if you would notify your legions of readers that the new revision is now available at better Evangelical bookstores, none of that godless communist Amazon intranet stuff.

Ronnie-Bob "Skeeter" Buford, President Texas Board of Education.

Dear Mr. Buford,

While we certainly appreciate your concern for our spiritual wellbeing, the only true light we need to guide us is provided, most of the time, by our Lucas lamps. We are grateful for the advance copy of your version of the Robson-Langworth classic on the history of Triumph motorcars, but we suspect that by omitting any reference to Siegfried Bettman, the founder of the company, due to his non-Christian faith, seems a bit "revisionist." We also think that by referring to labor disputes that contributed to the company's downfall as "the Bolshevik actions of atheistic Socialist infiltrators" as a bit hyperbolic. In fact, it is our contention that rewriting history in such a way as to promote one's own agenda is a bit at odds with the teaching of the Carpenter of Nazareth, whom you seem to hold in such high regard. We certainly respect your right to hold whatever beliefs, within reason, you wish; however, we would just as soon you leave the history of Triumphs, not to mention that history of the United States or anything else, alone. Rewriting it to suit your ideology strikes us as being a bit like something that Uncle Joe or Chairman Mao might have done, and you certainly wouldn't want to be compared to them, or would you?

Ed



APRIL 2010 MEETING NOTES
By Roman "Jr." Hrynewycz
ISOA Secretary



The last installment of the monthly meeting of ISOA was held on April 11, 2010. Once again, the meeting was held on the second Sunday of the month due to the preceding Easter holiday.

Bob Streepy gaveled the gathering to order at precisely 7:10 PM in the luxurious garden level of the famed Mack's Golden Pheasant restaurant in Elmhurst, Illinois. About 45 stalwart members attended this evening with no new members or guests showing up. Bob started the meeting with his customary introduction of the club's board of directors. This would also have been the point of the meeting that Bob would have recapped the board meeting had there been one. This month that meeting was set aside so that all who wanted could attend a special event of karting at the Melrose Park Indoor Grand Prix. This was great fun, and I'm sure there is an article about this in this issue of SNIC BRAAAP. Bob gave a special thanks to Chuck Montague for being the chief curator and moving man for the magazine archives. Then Bill Jensen took over to hawk ISOA ware. He did mention that in the coming months, the selection of items at the meetings will be limited, since he and Kim would be using their Spitfire more. So if anyone needs a larger item or something special, contact Bill directly to make

arrangements.

Tim Buja provided a short web site update and stated that Karsten Kell was busy getting past issues of Snic Braaap posted on the web. Bob next asked for details of any long-term projects. He started off by telling the group that his TR4 body was now stripped to bare metal and work at the body shop was commencing. Lars Sullivan stated that the engine for his TR3 was now done, and the body was also stripped of all paint and rust, and body work was proceeding. Greg Fantozzi still can't get his recalcitrant TR6 to run or start. Jim Aldridge is in the middle of fabricating fuel injection for his Spitfire. Bob Steele surmised that his small block Chevy powered Stag would soon be streetable (can't wait to see it). Lastly, Bill Jensen admitted that his TR3 project is stalled in the demolition phase.

The next order of business was the summary of past events. Tim Buja gave a recap of the work accomplished in Hampshire during the distributor clinic. In conjunction with this Pete Ballard, discussed the workings of his new electronic distributor from 123 Distributors. [According to Pat Lobdell, "It akin to fine jewelry."] Bob Streepy then shared his impression of the previously mentioned go-kart outing. Jack Billimack took the microphone from Bob to inform every one of all of the activities that are scheduled for the weeks ahead.

After a brief intermission, the drawing for the raffle was held. Debbie Larson picked the ticket and Rich Scholl was the lucky winner. It was good to see his luck change after being hit like a pinball at the kart track.

Finally came the segment of the meeting everyone waits for, the monthly awards. Bob started by soliciting nominations for the Peter M. Roberts award for TRiumphant service in the area of excellence.

Tom Greever nominated Joe Pawlak for rebuilding and restoring the distributor for his GT6. Rich Scholl named Don Sheldon for building a stag sculpture and gifting it to Kathy and Joe "Stagmeister" Pawlak.

Don Sheldon was the recipient of the coveted chalice and more importantly, the free drink marker.

Next up was the dreaded Boomer awarded to the most excellent foul up of the month. Bill Jensen nominated Chris Smit for his generous donation to the Indiana State Police on his trip to Joliet for the carburetor clinic. Bill Jensen also named John Kolton for coming to the carburetor clinic with the needed rebuild kits but sans carburetors. Jack Billimack threw Bob Streepy's name in contention by telling everyone how Bob managed to lose a leaf of one of his TR4 springs from the back of his pick up truck.

Lastly, Lars Sullivan nominated himself for over tightening the rocker shaft pedestal nuts on his TR3 engine and breaking 3 out of 4 pedestals. John Kolton received the most votes and was given the bent wheel of shame.

With no new business President Streepy adjourned the meeting at 9 PM. My apologies for any omissions or mistakes. That is all until next month.

Roamin'

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



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-

•For Sale: [1] Oxygen Acetylene welding set up. Includes 100 CF Oxygen cylinder, #3 Acetylene cylinder and Regulator & Hose set up from Welders Supply Company. But wait, there's more! A Harbor Freight Heavy Duty Welding Cart with pneumatic 2 Ply Tires! (Twice as good as 1 Ply) I have all the numbers from the tanks but don't know how to read the dates. Call with questions - \$275.00.

[2] Triumph Spitfire/GT6 chrome rear bumper, thin style with the TRIUMPH logo. From '71-'74 spit or '71-73 GT6?? \$25 Contact Kim Casper cell 262-939-5463, home 262-878-2337 or email kcasper@wi.rr.com. [4/10]

•For Sale: Stag. V8, automatic. Navy blue, Hardtop. Needs upholstery and transmission work. \$6800.00. Tom Marcucci (312) 733-2020. [4/10 Not an ISOA member]

•For Sale: 1969 GT6 MK II Plus. IRS. Conifer Green w/black interior. Good Runner. R/B carbs, R/B Brake MC Clutch M/C Slave Cylinder. Electric Fuel Pump. 2nd Owner. \$6500.00 Brad Englehart. (815) 341-7828 [4/10 Not an ISOA member]

•Part Wanted I'm looking for a distributor specifically from a 75 TR6, Any old one will do. Mark (Painless) Hattenhauer boiler1975@juno.com [4/10]



**Late Braking News -
Breakfast Run Info.**

The 2010 Spring Breakfast Run will leave from the Petro Truck Stop at the NW corner of I-39 and Rt. 38 in Rochelle, IL. Meet for breakfast at 8:00 AM in Iron Skillet Restaurant, drive starts at 9:00.

Happy Birthday

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

Bill Jensen 5/03

Mike Doody 5/13

Mike Geiter 5/04

Mark Anderson 5/15

John Randell 5/04

Diane Mueller 5/18

Rob Paczkowski 5/07

Jim Chodak 5/21

Mary Lou Gleason 5/08

Adrian Jaworski 5/25

Ernie Husmann 5/09

Debbie Larson 5/25

Vickie Korey 5/09

Pete Ballard 5/29

Joan Shedor 5/09

Chris Rintz 5/31

Hank Sikora 5/12

MEMBERSHIP COUNTS:

149 memberships - 206 members

New Member

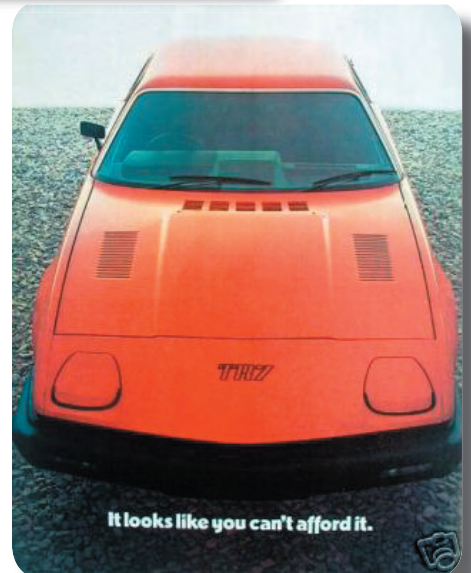
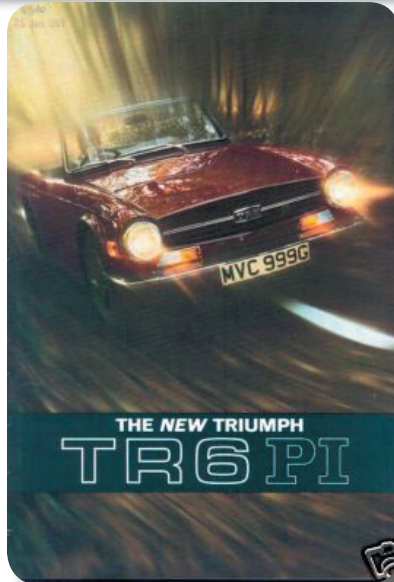
Jerry Kasper

1102 Ramona Ter., Machesney Park, IL 61115-3844

H: 630 400-5785 - EMail: carjunke1@comcast.net

80 TR7-V8, 80 TR7





ISOA ON THE WORLD WIDE WEB

You can always get the latest news directly from the ISOA web site:

<http://www.snic-braaapp.org>

To subscribe to the ISOA electronic mailing list email

thebujas@comcast.net

Your userid and password is only for the membership roster that we keep on the website. Each ISOA member must logon to the site with his/her own nickname and password to gain access to the "Members Only" material.

[ONLINE ROSTER ACCESS INFO](#)

Snic

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

Braaapp

THE REAR VIEW MIRROR



MAY 2010

DON "THE SCULPTOR" SHELDON'S 1971 TR6