



# SNIC

# BRAAAPP

## JULY 2010

Vol. VII Issue No. 457

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

## SPRING BREAKFAST RUN

(A.K.A. Tribute to the Blackhawks – Indians or Stanley Cup Champs, you choose!)

TEXT BY KIM "LOWER WACKER" JENSEN - GRAPHICS BY THE AUTHOR AND DOUG LARSON



THE "PRISON CITY BRITS" GATHERED AT 6 AM IN PLAINFIELD to trek to our starting point in Rochelle at the Iron Skillet Restaurant/Petro Truck stop. Tour director (and Rallye Master extraordinaire) Doug "Wires" Larson didn't plan for the foggy beginning to our day, but by the time we concluded our breakfast, the skies were clearing to a beautiful blue.

Not used to being west of Rt.47, we south-siders were pleasantly surprised by the terrific turnout for this first journey of Triumphs in 2010. There were about 34 who arrived for breakfast



including Jeff & Julie Lathrop, Roman Hrynewycz, Frank Cartwright, Bob & Bev Toms, Ray Gobberg and Jim Chodak (both from Cary & met for the 1st time!),

*continued on page 9*

### INSIDE YOUR JULY SNIC BRAAAPP

- Champagne British Car Show
- Greg Fantozzi's Maiden Voyage
- A Final Farewell to Uncle Jack
- What to Pack for a Road TRip

*Lots More Stuff*



**2010 CHAMPAGNE  
BRITISH CAR SHOW**

TEXT BY JOE KAPLON

AS TOLD TO BOB STREEPY

GRAPHICS BY JOE FELIX, JACK BILLIMACK  
AND JOE KAPLON

**A**FTER NEARLY TWO DECADES THAT saw the Champagne British Car show taking place in Urbana, the organizers decided to change venues for this year's event. The Central Illinois Triumph Club, along with the Prairie Octagon MG Club moved the show to Bloomington and also changed the date from the Memorial Day weekend to the following Friday/Saturday/Sunday. It also marked the first time that long-time show fixture Mark Joslyn, who passed away last year, was not present.

More than two hundred cars registered for the event, including several from ISOA. The Coventry Irregulars included Joe & Emily Kaplon [TR3A & Spitfire], Mark Moore [TR6], Roman Hrynewycz [TR6],

Doug & Debbie Larson [TR6], Joe and Roseanne Felix [TR4A], Frank Cartright [TR7], Bill & Kim Jensen [Spitfire 1500], Bob & Annie Lathrop [Spitfire], Jack & Barb Billimack [Honda Odyssey] and Pete & Denise Ballard [MGB]. For young Emily Kaplon, who is currently an undergrad at ISU in Bloomington, it was the twelfth time in her nineteen years that she was in attendance.

The Kaplons were among the first of the ISOA contingent to check into the host hotel, arriving on Friday evening after a quiet drive down I-55. They registered for the show at the hotel and spent a relaxing evening checking things out. The following morning they were joined by the Billimacks. That afternoon the Billimacks and Kaplons took a tour to the home of a wealthy local car enthusiast whose collection included a number of exotic automobiles, including six Ferraris, ten Maserattis, two Allards, numerous race cars, and several other very high-end rides.

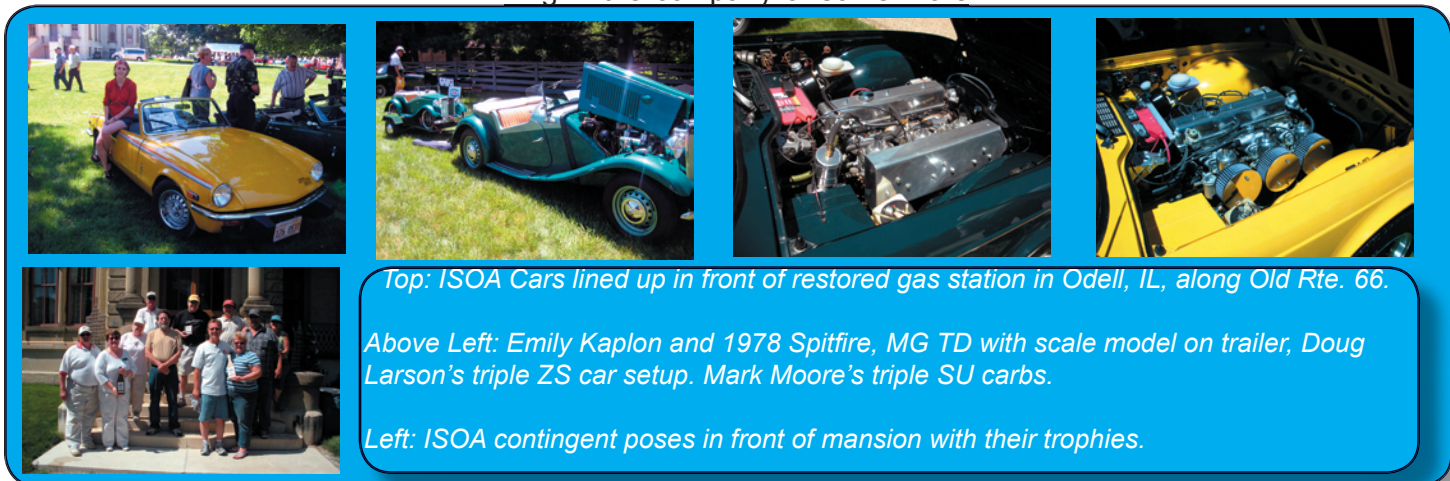
Emily opted to spend the evening in the company of some more

youthful associates, and Jack, Barb, and Joe went out for pizza at local eatery.

On Sunday morning, Joe and Jack went on the breakfast run before Jack and Barb left to attend a family function nearby. By late morning, most of the rest of the ISOA contingent had arrived, and the group adjourned to the mansion of David Davis, a contemporary of Abraham Lincoln, whose home was the site of the car show. It featured a dramatic tree lined circular entrance that made a very lovely background for the cars on the show field. The weather throughout the weekend was threatening, but the rain held off for the show, much to the relief of those in attendance. Following the awards presentation in which ISOA was heavily involved, the group from the Windy City caravanned back to Chi-Town. Despite serious storms taking place in front of and behind the convoy, the ISOAers were able to dodge the storms, and the group stayed dry all the way back to Chicagoland, possibly due to the avoidance of any downtime due to breakdowns, possibly an ISOA first.

The general feedback on the new venue was positive, and the attendees all indicated they were anxious to make a return visit for next year's show.

*Jelly Belly*



Top: ISOA Cars lined up in front of restored gas station in Odell, IL, along Old Rte. 66.

Above Left: Emily Kaplon and 1978 Spitfire, MG TD with scale model on trailer, Doug Larson's triple ZS car setup. Mark Moore's triple SU carbs.

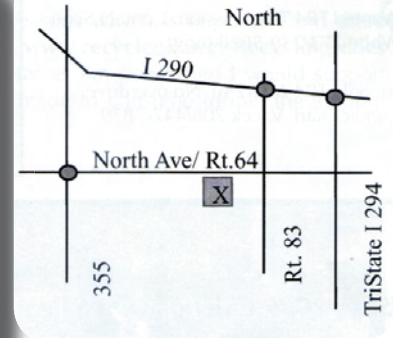
Left: ISOA contingent poses in front of mansion with their trophies.



## ILLINOIS SPORTS OWNERS ASSOCIATION

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

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



## ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
JULY	11TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] <b>NOT THE FIRST SUNDAY</b>
	10TH-11TH			MAD DOGS & ENGLISHMEN XX - GILMOUR CAR MUSEUM - HICKORY CORNERS, MI
	17TH	SAT.		LONDON TO BRIGHTON RALLEY, CONTACT INDIANA BRITISH CAR UNION @WWW.IBCU.ORG
	30TH & 31ST			ROADSTER FACTORY SUMMER PARTY, ARMAGH, PA,
	31ST	SAT.		CAMPOUT & DRIVING TOUR - BLONDER'S RETREAT - HARBERT, MICHIGAN
AUGUST	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	8TH	SUN.	9:00 AM	23RD QUAD CITIES BRITISH CAR SHOW, EAST DAVENPORT, IA
	19TH-22ND			OPEN AIR CLASSIC, EAU CLAIRE, WI
	19TH-22ND			VINTAGE RACE AT HEARTLAND PARK IN TOPEKA, KS [TRIUMPH IS FEATURED MARQUE]
	27TH	FRI.	7:00 PM	ISOA WHITE TRASH NITE, SYCAMORE SPEEDWAY - RUN WHAT YOU BRUNG!
	29TH	SUN.		20TH ANNUAL ORPHAN AUTO PICNIC, KENDALL COUNTY FAIRGROUNDS, YORKVILLE
	29TH	SUN.		MILK PAIL CLASSIC CAR SHOW
SEPT.	5TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	9-12			SIX PACK TRIALS - OXFORD, OHIO
	12TH	SUN.		BRITISH CAR FESTIVAL, OAKTON COMMUNITY COLLEGE
	12TH	SUN.		THE SALISBURY CONCOURS D'ELEGANCE, DESMOINES, IA WWW.SALISBURYCONCOURS.COM
	19TH	SUN.		5TH ANNUAL CANTIGNY CAR SHOW
OCT.	3RD	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	19TH-23RD			VTR, JEKYL ISLAND, GEORGIA
	TBA			FALL TOUR & CAMPOUT
NOV.	7TH	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. When applied along with prescribed oitments, SNIC BRAAAPP has been found helpful in removing warts, hemorrhoids, and scabies. Questions, comments, concerns, or great thoughts should be directed to:*

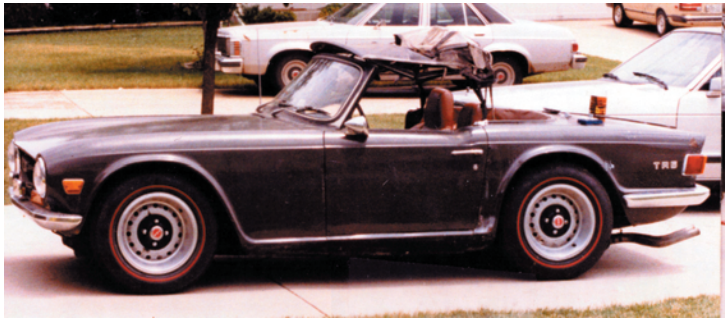
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## A LITTLE BS FROM BS

NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE



Lucille the Wonder Car [as in “I wonder if anyone would give twenty cents on the dollar for what I’ve got tied up in this thing”] and I celebrated our 25th anniversary this month. It hardly seems possible that it’s been a quarter century since I answered a classified ad in the Elgin Daily Courier that read, “For sale: 1971 TR6, runs good. Needs brake work. \$1,000 OBO.” The ad should have read: “For Sale; 1971 TR6, rotten frame, tired engine, rusted out floors, rockers, fenders. Shot interior. Not worth saving.”

I had been bitten by the TR6 bug after Dave “Stumpy Joe” Kayson let me drive his car. I had harbored a fantasy to restore a car since I was a child. I suspect that the most lasting legacy [possibly the only one] my father left me, besides a fondness for malt beverages, was an affinity for old cars and the irrational obsession with trying to restore them. Unfortunately, he did not bequeath me the technogene that allows some people to actually be able to do this. My timing probably couldn’t have come at a worse time because with one child about to enter college and another to follow, there was no discretionary income to fund such a project. But as my hero Jack Billimack has observed on more than one occasion, money is no object to a Triumph restoration. Fortunately, or unfortunately depending upon one’s point of view, I had no idea what I was getting into. Over

the next three years I came to know the order takers at the Roadster Factory on a first name basis, and the UPS driver became such a familiar fixture at our house that some of the neighbors expressed suspicion that the head proofreader of SNIC BRAAAPP of being more than a recipient of more than the

cheese of the month. Lucille made her debut in 1989. The car now had a rebuilt drive train, suspension, frame, fresh paint, new interior, top, and more stuff than I can remember. During the process of bringing the car back to life, I came across ISOA and learned that I was not the first TR owner to encounter rusted trailing arm supports, faulty wiring, and various and sundry maladies familiar to all Triumph owners. I guess it’s true what they say: “Misery loves company.”

The next few years saw Lucille and me travel to numerous events, including several national VTR conventions, Six Pack TRials, and various local activities. Like most fresh restorations, Lucille had her fair share of accolades at car shows and accumulated a collection of hardware, but as the miles piled up, she began to show her age. Her mechanicals also began to “act up” with greater frequency, and on the return trip from the VTR convention in Breckenridge, Colorado, in 2001, her oil pressure dropped to a precarious low, as in zero. Somehow, we managed to limp back under our own power, barely. A major overhaul was definitely in order, and over the next two years, we did a second frame-off. The goal was to correct some of the

mistakes from the original restoration and incorporate a few new improvements that weren’t available in 1985. We installed a Toyota 5-speed conversion, replaced the frame with a straight rust-free chassis, installed Miata seats, and had a fresh coat of paint applied.

Over the last couple of years, Lucille has made a couple of trips to the Southeast which gave us an excuse to make several runs on the Tail of the Dragon, a drive that every TR owner should add to his “bucket list.”

Lucille’s “concours” days are behind her now, and like a former winning show dog, we’ll just keep her as a pet now that she’s past her prime. As I reflect back over the last 25 years together, there are so many fond memories, as well as more than a few that aren’t so pleasant. But probably the one thing that Lucille has provided that is the most significant, is introducing me to ISOA. I could never have managed to keep her operative without the help of countless club members over the years, and the relationships I’ve formed with many of you more than offset a few inconveniences along side the road.

So here’s a toast to Lucille. Happy anniversary old girl, and may we celebrate another quarter century together, unless somebody comes along with a decent offer, say 25 cents on the dollar.

*Suds*



Author and Lucille circa 1989



*The spring tune-up clinic marked the first time that Greg Fantozzi's TR6 left his garage under its own power following a lengthy frame off restoration. This is his account of its maiden voyage.*

TEXT BY GREG FANTOZZI

On Saturday, May 8, 2010, I had the opportunity to participate in the annual Spring Tune-up clinic held at Mark Fischer's facility in Woodstock, IL. This event was memorable for several reasons. First, as I initiated my adventure, the bonnet of my restored 76 TR6 would not fully engage in the locked tight position being held by only the small thin safety latch. Did I mention that this was only the second time out of the garage in nine years, and this was the first small "Road Trip"! Needless to say, I was slightly apprehensive as I had not driven the car more than ten miles, and the weather was significantly less than desirable. The wind was out of the northwest at approximately 40 mph with rain blowing sideways. The rain and wind

were blowing almost faster than I was willing to drive my new restoration.

As I approached cloud covered St Charles, I recognized that the car was now warmed up but would not continue to run as I approached traffic lights or stop signs, which I more or less ignored if possible to keep the car running. The miles went by, and the wind accompanied by semi trailer trucks did everything possible to dislodge my bonnet and slow me down. But never fear, the strong British steel "AKA safety latch" held strong. Along my journey and just south of Huntley, I recognized a very nice Mimosa Yellow 76 TR6 quickly approaching from the rear. The car was owned by Tom Morgan. As we approached a convenient turn off, Tom indicated that he would follow me to insure my timely and ultimate arrival at the clinic. Many thanks to Tom for his patience and support in what then became, "our" adventure. We hobbled along never exceeding my-self imposed speed limit of 45 mph for fear of ripping my bonnet off. Needless to say, we had a steady following of heavy traffic up Rte. 47 into Woodstock. Many of the drivers

were less than polite or impressed with my car as I blocked their 70 to 80 mile per hour desired rate of speed. Too bad they were in such a hurry to not appreciate a true classic ride!

Tom and I finally arrived in Woodstock about forty minutes after the beginning of the clinic. Once in the confines of Mark's garage, I felt the warmth and support of a group of about twenty five ISOA members. As I observed, Joe Pawlak and Tim Buja accompanied by a host of "assistants" swarming over the TRs, I was immediately impressed by the camaraderie, the support and interest in all of the cars. Tim and Joe employed their expertise as they tuned, tweaked and toiled on these quirky cars. My car had several "issues" requiring their expertise as Joe identified my problem deep in the bowels of one of my carbs. The culprit was a bent rod on the fuel piston, rendering the carb useless, and I was, therefore, running on one carb. The bent rod was the source of the absence of "idle", coupled with a setting that was too rich, and maladjusted timing all contributed to my difficulty in maintaining an adequate RPM at various speeds. There were other issues addressed like my bonnet, head lights, oil light and back-up lights just to mention a few that were all corrected with the help of a great group of friends and enthusiastic TR owners. The return ride was far more relaxed and enjoyable as a result of their dedicated work and support. For those of you who missed the event, I can only say, "Don't repeat the same error next year as the work, fellowship and overall support are what make the ISOA such a great organization." My thanks and appreciation to all with special recognition to Joe and Tim on a job well done!

*Greg*



*In May, we published Jack Billimack's "Guide to Happy Caravanning." Here's a supplement to that bit of advice on what to include just in case the "Curse of Joe Lucas" should strike you.*

Items to Consider Taking With You. What else should you bring?

**Communications/Documents**

- CB Radio (working)
- FRS Radios
- Cell Phone
- Car Charger
- Portable weather radio
- IPASS
- Cell phone numbers travel-mates
- Phone/fax numbers for favorite parts suppliers
- Phone number of hotel you plan to stay in
- Towing service emergency phone #
- Insurance Card
- State Registration Card
- Valid Drivers License
- Motor Club card
- Credit Card
- Cash
- Map of area(s) you plan to travel in
- Pen & Paper
- Clipboard
- Compass

**Electrical**

- Test probe and/or meter
- Electrical tape
- Crimping pliers
- Crimp Electrical connectors
- Couple lengths of medium gauge wire
- 2 wires with alligator clips at ends
- Jumper cables
- Extra fuses

**Tools**

- Slotted and Philips Screwdriver (several in one?)
- Vice grip wrench
- Channel lock pliers
- Side cutters
- Adjustable wrench
- Set of open end wrenches
- Set of socket wrenches
- Utility knife



**Supplies**

- Bailing wire
- Duct tape
- Several sizes/lengths of bolts, washers, nuts
- Piece of perforated metal strapping
- Brake fluid
- Rags
- Paper towels
- Rainex
- Jug of water
- Length of fuel line (proper diameter)
- Hose clamps (small and large)

**Parts**

- Points
- Rotor
- Condenser
- Cap
- Fan belt (extra or emergency kind)
- Fuel pump
- Coil

**Clothes/Personal Items**

- Jacket
- Hat/Cap
- Sun screen
- Bug spray
- Umbrella
- Folding chair or blanket
- Prescription glasses (if needed)
- Sun glasses
- Hand cleaner
- Cooler with beverages
- Medium size bath/hand towel
- Small spray bottle with water (to cool you)

**Emergency**

- Manual for your car
- Emergency flashing light or flares
- Container (folding?) for gas or water
- Tow strap
- Flashlight with extra batteries
- Plug in (or clip to battery) emergency light
- Heat proof gloves
- Auto jack with handle
- Wheel chock
- Lug wrench (be sure it fits all your lugs)
- Bungee cords
- Fire extinguisher
- First aid kit

VTR Chief Judge Darryl Floyd posted the following on the Triumph List recently, and we thought some of our newer reader[s] might find it amusing. It first appeared in the TSOA newsletter in 1983.

## TEN COMMANDMENTS FOR TRIUMPH OWNERS

1. *Thou shalt not store thy Triumph out-of-doors, except for thy wife's modern iron.*
2. *Thou shalt not covet thy neighbor's Triumph, nor his garage, nor his battery charger.*
3. *Thou shalt not love thy Triumph more than thy wife and children, as much, but not more.*
4. *Thou shalt not read thy English Channel on company time, lest thy employer make it impossible to continue thy car payments.*
5. *Thou shalt not despise thy neighbor's 240Z, nor his Mazda, nor even his 1948 MGTC.*
6. *Thou shalt not deceive thy wife into thinking that thee is taking her for a romantic Sunday drive when, indeed, thou art going out to look at another Triumph.*
7. *Thou shalt not allow thy daughters nor thy sons to get married during the hold days of a VTR Convention.*
8. *Thou shalt not tell thy spouse the entire cost of thy latest restoration, at least not all at the same time.*
9. *Thou shalt not promise thy wife a new addition to the house and then use it to store Triumphs in the attic.*
10. *Thou shalt not buy thy wife a floor jack for Christmas, unless it is for her Triumph.*



### ISOA TECHNICAL EXSPURTS

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



**THE FINAL FAREWELL**  
BY JOE "STAGMEISTER" PAWLAK



**W**ell this is it, no more, it's out of our hands, and the final chapter is closed as far as being the maintenance and restoration technicians on the famed "Uncle Jack" Stag.

Many have followed the saga of this historic chapter in Triumph history in which ISOA is so indelibly associated. Not only did we do a ground-up restoration of a non-running yet restorable 1973 Stag inside of 14 months, we saw it complete a trip across North America virtually troublefree. Had a new fuel pump not expired outside of Seattle, the trip would have gone unscathed. The whole world watched this Triumph march across the US and Canada as reliable as any modern car could. It is a testament to the expertise and technical prowess that ISOA has in its members (that is why you pay attention to the ex-sports!). This 18,000

mile journey has never, yes never been undertaken at any-time by anyone in a Triumph. Driven by John McCartney of Evesham, England, he took real good care of the car during its entire travels. The final stop in San Luis Obispo did not end its trip, but rather opened a new chapter of this famous car.

In a quick recap, after the convention in California, John and fellow Stag driver, Glenn Merrell, drove from California back to Glenn's house in Lafayette, Colorado. As I understand from John, this was a "spirited run" reaching sustained speeds of 100 mph through some very desolate stretches of road. (ahhh nothing like a V8!) Here, Uncle Jack was rested over the winter. This last spring Uncle Jack was shipped from Colorado to the Hampshire Quarterhorse and Triumph Farm. There, he received some detail work to clean 18,000 miles of North American grime from the car and to finish some items that we, uh, ummm didn't quit complete.

The word went out to the ISOA brothers and sisters, and we had some folks come out and help with the final detailing and completion of the car. Many thanks to Boy Toy, Guvner, Mole, Hands, Spuds, Junior, and the Milkman. (I truly apologize if I missed someone). The car was in remarkable shape, so we simply did some cleanup, a few repairs, and a general overall tune-up. I did have to repaint the boot lid due to dents from

the temporary luggage rack. The word also went out for anyone who wanted to attend the going away party. We had a few hardy souls make it out to the ranch to say hi to the new owners, Sue and Phil Ethier of St. Paul Minnesota. One of the things we needed to get installed was a right side mirror that I had found just a few days before the pickup of the car. Many came in time to witness me drilling holes in our nice paint job. Yikes! Everything went well, and the mirror, along with a custom backing plates, went in without a problem.

Everyone who came brought out their Triumphs, so we went out on a small drive down McGough Road, which is the best driving road in the area complete with banked turns. We then sat around the campfire and swapped some fun stories, had some adult beverages, and Sue and Phil treated everyone to pizza. Many thanks go out to Schnapps and Spider Lady for helping with the party. They put significant time into the project too, since they fed us during those many weekend work sessions. Finally, Uncle Jack was loaded into the Ethier trailer for the trip back to Minnesota. He was truly going to a good home and to folks who will appreciate what the car meant to many people, not just to the victims of PTSD, but to the brothers and sisters of ISOA who put their hearts into the project. A true piece of history, and we were a part of it. This club is truly special! Good bye and good luck Uncle Jack. Group cry now...



*Stagmeister*





Once again, Doug did a masterful job leading us through some very pretty countryside where long stretches of road allowed many to "blow out the cobwebs" and test

After a tasty lunch and some cold beverages at Tailgater's sports bar in Byron, the various groups took off for home. When the Board had asked Doug to plan a tour and he selected the date – May 22 – I was a little hesitant it being our 34th wedding anniversary. But what better way to spend our special day than with special cars and even more special friends! Thanks again to Doug & Debbie for a delightful day!

*Continued from page 1*

Don Sheldon, Rick Paulsen, Pete & Denise Ballard, Jerry & Sandy Hurst, Joe & Roseanne Felix, Jack & Barb Billimack, Jake & Donna Jaquet, Bobby Lathrop, Mark Moore & Tammy, Jeff & Karen Rust, Ken & Kim Crowley, Jerry Kasper, Tom & Pat Morgan and, of course, Doug & Debbie Larson, plus Bill & Kim Jensen. The Triumphs represented were the TR6, TR4, TR7, Spitfires, TR250 & TR3 plus the token representative from the Morris Garage.

our machines. Rick Paulsen showed his Spitfire off by passing many innocent civilians, plus it was the maiden tour for Mark Moore's electric yellow newly restored TR6. Don Sheldon remarked how Doug planned a tour with only 3 stoplights as we traveled from Rochelle, thru Grand Detour, White Pines State Park, Dixon, Polo, Milledgeville, Pearl City, and ending in Byron. And remarkably of the 18 cars that traveled, there was not one BREAKDOWN! The Triumph gods were smiling on us that day.



*Lower Wacker*

### June matching Quiz Solution

*In our June Birdcage Liner, we asked for readers to match ISOA members with their dailey drivers. The winner was Jack "Spuds" Billimack [who it must added in the interest of truth in journalism, was the only reader to submit a reply]. Here are the correct answers*

- |                   |                         |
|-------------------|-------------------------|
| 1. Jim Aldridge   | S - Ford Escort         |
| 2. Jack Billimack | F - Honda Odyssey       |
| 3. Murray Bruskin | N - Chevy HHR           |
| 4. Al Christopher | E - Ford Taurus         |
| 5. Peter Conover  | G - Mini                |
| 6. Dennis Delap   | G - Mini                |
| 7. Mark Fisher    | O - Mercedes 320 CDI    |
| 8. Jay Holekamp   | A - Jeep Cherokee Sport |
| 9. Kim Jensen     | B - Lincoln Zephyr      |
| 10. Dave Kanzler  | C - Infiniti G35        |
| 11. John Kolton   | T - Chevy Suburban      |
| 12. Tim Mantel    | J - Chevy S-10          |
| 13. Bill Marscin  | P - Chevy Blazer        |
| 14. Michael Marr  | R - Ford F-150          |
| 15. Mark Moore    | J - Chevy S-10          |
| 16. Tom Morgan    | K - Hummer H3           |
| 17. Mike Mueller  | I - Ford Ranger         |
| 18. Bob Streepy   | I - Ford Ranger         |
| 19. Lars Sullivan | L - Pontiac Vibe        |





White TRash Night  
Friday, August 27th  
Sycamore Speedway

 **The Roadster Factory**  
**Summer Party 2010**

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Celebrating...  
**24 Heures du Mans**  
30.31 JUILLET 2010 

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23rd Annual British Car Show  
  
Sunday, August 8th  
  
9:00 AM 2:00 PM  
East Davenport, Iowa

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

20th Annual  
**Orphan Auto Picnic**

Presented by  
**Chicagoland Corvair Enthusiasts**




Sunday, August 29th  
(rain or shine)  
**Kendall County Fairgrounds**  
Just West of Route 47, on Route 71,  
near Yorkville, IL




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](http://www.salisburyconcours.com),

British cars are featured this year



Kastner Cup Vintage Race Event at Heartland Park in Topeka, Kansas August 19-22. Triumph is featured Marquee! [www.HeartlandVintageRacing.com](http://www.HeartlandVintageRacing.com)

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



September 9-12,  
Oxford, Ohio

**HAND's and WHISTLER's Michigan HARBOR COUNTRY Event in HARBERT, MICHIGAN**

Mike 'Hands' Blonder and Terry 'Whistler' Underhill invite all ISOA members to a garage unveiling and fun-filled overnight event at Hands' retreat in Harbert, Michigan, on Saturday, July 31, and Sunday, August 1, 2010. At this historic moment (for Hands and Whistler at least), the newly built garage will be christened. Planned activities for Saturday include lunch at high noon, cruising the back roads of southwestern Michigan, a tour of the local wineries, a barbecue and a campfire. On Sunday, participants can choose to hang out at the cottage or at Lake Michigan (a five minute walk), visit the Four Winds casino, cruise on their own, or shop in New Buffalo or at the Lighthouse Outlet Mall in Michigan City.

Harbert, located in Michigan's 'Harbor Country', is about a ninety minute drive from the west suburbs, or Joliet, two hours from the north suburbs, an hour from downtown Chicago, and less than thirty minutes from northwest Indiana. For those familiar with New Buffalo, it is about ten miles further up the Red Arrow Highway, near the Swedish Bakery.

Google MAPS knows this location as 13643 Johnson Shorewood-Tower Hills-Harbert, MI 49115. A map with a directions link can be found on the ISOA events calendar.

About five tents can be pitched on the grounds, Warren Dunes State Park is five miles down the road, and a block of rooms will be available at the Super 8 in nearby Sawyer, Michigan. If ten people rent rooms, the rate is \$104.39 a night. If less than ten rooms are rented, the rate is 10% higher. If you plan on coming, please RSVP Hands at 630-290-4682 or at [mmdbr1@comcast.net](mailto:mmdbr1@comcast.net) or Whistler at 607-329-8589 or at [tunderhill@kraft.com](mailto:tunderhill@kraft.com). Thanks and see you there!



5th Annual  
Cantigny Car  
Show 9-3  
Sun. Sept 19th.

Meet at Jay  
Holekamp's

133 Danada Dr,  
Wheaton  
8:00 AM



October 19-23, 2010



**First Ever ISOA Photo Contest**

Snap a couple of high res. shots of your Triumph, and you could be the inaugural winner of this prestigious contest.. The top twelve shots will be featured in the 2011 ISOA Calendar and on the "Rear View Mirror" of this award winning newsletter. Send your graphic magnum opus to [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net) Winners will receive a complimentary calendar [a major award!] and the unending gratitude of a grateful newsletter editor. Deadline is August 1st, 2010.

**Decision of the judges is final, maybe..**



Dear Editor,  
We here at British Petroleum seem to have exhausted our engineering resources attempting to bring the trickle of oil which has seeped into your Gulf of Mexico to a halt, and we should like a bit of advice from the membership of your august organization. We reckon that since Triumph owners are the world's most experienced group at dealing with oil leaks, you might be so kind as to perhaps provide us with a bit of guidance. Please reply at your earliest convenience, since I do so want to get my life back so that I can resume taking afternoon tea after a day of yachting.



Tony Hayward, CEO BP

My Dear Sir,

You are indeed "spot on" so to speak as to your assumption that many of us are familiar with oil leaks that are a result of British engineering. As Peter Egan once observed, "The Brits never figured out how to keep the oil in, and the rust out of, their cars." Nevertheless, we have forwarded your inquiry to our chief technical advisor and consultant on all things, British Sir Bentley Haynes. Although he specializes in oil leaks in vehicles, he tells us that the procedure below will also work under water. His reply is as follows:

Firstly, isolate the battery, or at least any electrical apparatus in the proximity of the source of the seepage. Next, using Churchill Tool #47/1428L, carefully remove any gudgeon pins that might be present to secure the tiehack to the gandy-dancer. Then, making sure that each

fastener's location and position is properly noted, carefully prise the robersoben away from the gezhksthagen. This should allow any residual buildup of contaminated ions to harmlessly escape into the atmosphere. Use caution at this point and do not expose these particles to a naked light. With use of an assistant, carefully lower the factory authorized supersession part [Stanpart #GFE



1462 - see illustration] over the source of any excess oil and gently apply pressure from side to side with Churchill impact toll BFH 84/953 until the seal is in place.

Oil leaks are a common problem on some models of British engineering, but this protocol should remedy all but the most severe cases.

PS - This procedure is only recommended for depths up to 5,000 feet, but surely no one in his right mind would construct anything at a depth beyond that since repairing any problems would be impossible and would run the risk of knackerizing the environment and killing off any aquatic flora and fauna for thousands of miles[and years!]

Drill Baby Drill!!

BH

Dear Editor,

After observing the reprehensible behavior of our current Chief Executive in his shameless 20 billion dollar shakedown of free market entrepreneur BP, I am compelled to try to help this unfortunate company. After all, accidents happen, and no one feels worse than BP and its stockholders in light of the 60,000 barrels of "black gold" going to waste out in the Gulf. That represents lost profits, and to expect them to pay an

indemnity on top of that, is downright Un-American, or at least, Un Texan. Therefore, I am asking you to help me enlist your house band, the Spinal Tappets, to perform at a benefit concert for BP. The proceeds will be donated to BP to help offset this unconscionable extortion from the White House.

Joe Barton  
Congressman  
6th District of Texas



Dear Honorable [?] Mr. Barton,

It is certainly a widely known fact that the Spinal Tappets have demonstrated their humanitarianism by performing gratis at various ISOA events in the past. It is also well known that they are among the most environmentally conscious groups to ever play. The bass player even forwent owning a Triumph to improve the quality of air in Oak Park, but we digress.

We did contact Rufus Leak-ing, the manager of the Spinal Tappets, who informs us that the band members are currently pursuing their other interests after completing the grueling recording session for their latest album, "The Joshua Three," due out in October. Besides, he went on to say that since BP's profits over the last four years, including the 1st quarter of 2010 were 82 billion dollars, he doubted if it is necessary to hold a benefit for them just yet. Perhaps your deep concern for their well-being, and that of the other Seven Sisters, may have more to do with their discretionary political campaign contributions, especially since you received \$1.4 million from big oil, and that your largest contributor was Anadarko, which happens to own a 25% share in the site of Deepwater Horizon. Your "moral flexibility" in this entire episode makes even other former Texas Oilman/Politicians appear to pale in comparison.

Ed



### June 2010 Meeting Notes

**T**HE JUNE MEETING WAS HELD ON THE 6th of the month at our customary location - Mack's Golden Pheasant Restaurant in charming Elmhurst, Illinois. While the meeting time and location were typical, a l m o s t nothing else was. It seems that there was conflict in the cosmos that conspired to bring several events of great interest to our membership together simultaneously. First, there was a car show in Bloomington that many from our club attended. Next, there were family functions such as school graduation parties and other gatherings. The last big distraction was game 5 of the 2010 Stanley Cup finals, which our local favorites, the Blackhawks, have not competed in for many years. The reason I mention this is that there seemed to be so much more interest and enthusiasm for the other events, that only 22 people were in attendance. This may well be the lowest turnout for any ISOA meeting in recent history.

President Bob Streepy opened the meeting at 7:15 and proceeded to introduce all 5 members of the board in attendance. Then, the call went out for any new member or guest to introduce himself and much to everyone's surprise, there was one. The new member was Paul Johnson of Oak Park. Paul is the owner of a pimento red 1974 TR6.

The meeting moved right along to the announcements of new acquisitions. Murray Bruskin has added a 1967 Sunbeam Alpine to his collection. Tim Buja told the story behind the purchase of a 2004 Mini, which was a graduation gift for daughter Meagan and for being her school valedictorian. Next, were any project updates. Bob was downright giddy while explaining how his TR4 project has a rolling chassis once again. Now that the TTA Stag project is history and moved on to its new owners, Joe Pawlak is getting ready to begin work in earnest on LD2. For those who don't know LD2 is a pre-production 1970 Stag that was used for press relations and for the model's debut in North America. Joe is currently in

negotiations to acquire the original engine (LE2) that came with the car. Good luck Joe. Tim Mantel's TR8 is off the rotisserie and back on its own wheels; however, the good news was short lived since he discovered that the engine is in need of extensive repair. Lastly, Chuck Montague's Spitfire will soon have its new engine installed. Hopefully, Chuck will be back on the road soon.

During the segment of past events, Joe Pawlak described the party that he and Kathy hosted for the final send-off of the TTA Stag. This was a very nice event for some in the club who came to help with last minute preparations of the car. It culminated in an informal farewell party with plenty of food and drink before the attendees loaded Uncle Jack onto a trailer and sent him off to Minnesota. Joe also recapped the tune-up clinic hosted by Mark Fisher at his shop in Woodstock. Rick Paulson stood up and gave his impressions on the breakfast run that was organized and led by Doug Larson.

This was usually the point in the meeting where Jack Billimack would give the rundown on all of the events that are planned for the upcoming weeks. Since Jack was unable to attend, that task went to Bob Streepy, who summarized a few of the many activities on tap for the driving season and beyond. For a listing of these events, please refer to the calendar on page three.

After the events report, Cheryl, our most competent bartender, pulled the winning ticket for the monthly raffle. The holder of that ticket was Pat Lobdell, who received a multitude of breathtaking prizes.

[I would like to mention that while Bob was conducting the meeting, we were still able to determine the score of the hockey game, as the crowd from the upstairs restaurant and lounge was rather loud during all scoring.]

With such a low turnout, the monthly awards were not as fascinating as usual. The Peter M. Roberts chalice was given to Al Christopher for partially rebuilding Mike Doody's carburetors. The Boomer went to Tim

Buja on a self-nomination, for failing to return the Peter M. Roberts award from the previous meeting. Bob Streepy ended the meeting early around 8:30 so that those who wanted could watch some of the hockey game.

I certainly hope that more members make it for the July meeting. Until then, have fun driving your Triumph!

*Roamin'*



### 2010 ISOA BOARD OF DIRECTORS

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**Classified Ads:** The Illinois Sports Owners Association newsletter will accept classified advertisements from members who wish to buy or sell Triumph cars, parts or miscellaneous related material. We will run ads, at no charge, for club members for ninety days. We also accept ads from non-ISOA private individuals who have cars, parts or related items that we deem of possible interest to our membership on a case-by-case basis. We do NOT accept advertising from commercial enterprises – even if those businesses are owned or operated by club members. If a Triumph related business hosts an event which we feel might be of interest to our membership, we will inform our readership of this occurrence, but this newsletter, its editors, and the board of directors do not endorse, recommend, or otherwise support, implicitly or explicitly, any commercial entity doing business in the Triumph-related domain. To place an add, please e-mail Bob Streepy at: [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net) or call 630/372-

•**For Sale:** 1978 Spitfire 1500. Carmine Red. 80,000 miles. \$8,000 John Mitchell 815/232-4533 days. [6/10]

•**Part Wanted:** TR4 starter Michael Velasco 847-644-6084. [6/10 **Not an ISOA member.**]

•**For Sale:** TR3A/B Parts Pedal pad set (late3/3A/B) - \$2.50. Bonnet hinge set (raised platform) - \$20.00. Boot lid hinge set (raised platform) - \$25.00. Locking handles, doors/boot (TR3A/B) - \$25.00. Rear escutcheon (round) - \$12.00. Brass hinge set (3/3A/3B) - \$45.00. Fuel tank, w/sender (3A/3B - \$105.00. Heater core/hose (3/3A/3B) - \$65.00 Engine water tap (3/3A/3B)- \$9.00. Heater water valve (3/3A/3B) \$12.00. Lars Sullivan [lars.sullivan@wowway.com](mailto:lars.sullivan@wowway.com) 847-259-9039. [6/10]

•**For Sale:** 1974 TR6. BRG/Tan Located in Davenport, IA. 70K mile. Restored. Excellent condition. \$15,500. Bill Neilson 563/528-5392. [6/10 **Not an ISOA member**]

•**For Sale:** 1974 TR6, Factory overdrive, rollbar, enhanced suspension, lots of extras including a never used factory tonneau. I'm the second owner and have had the car since '79. I'm not giving it the attention it deserves or that justifies keeping my real car out in the snow during the winter. Email for pics. \$10,500 or Best Offer. Bill Ruetsche 847/719-2386 [bfr5@comcast.net](mailto:bfr5@comcast.net) 6/10

•**For Sale:** NOS QH clutch kit for TR7 4-speed, \$160.00. TR7 front/rear sway bars, steering rack, rear glass, door glass, front glass, front and rear suspension parts, fuel tank interior parts, rebuildable motors, 4-speed transmissions, differential, wheels. Ernie Husmann. [ehusmann53@yahoo.com](mailto:ehusmann53@yahoo.com) [7/10]

•**For Sale:** 1967 TR4A. Same owner since early '70s. Ambitious restoration project or for parts. Located in Warrenville. Best offer. Email [BCejka1@sbcglobal.net](mailto:BCejka1@sbcglobal.net). for photos and honest description. Ph. 630/248-4869 [7/10 **Not an ISOA member**]

•**For Sale:** 1973 TR6. New paint job in 2007, new convertible top (have a hard top also), new seats, roll bar, new clutch master and slave cylinders, electronic ignition system, new carpet kit, new door panels, red line tires, electric fuel pump. Always garage kept - This is an Arizona car; body is in very good shape 630-254-8489, [richaubert@gmail.com](mailto:richaubert@gmail.com) [7/10]

•**For Sale:** 1976 Spitfire Green with tan interior. Good driver. Always maintained and garaged. Located in Bolingbrook Best offer over \$2500.00 [cantercall@gmail.com](mailto:cantercall@gmail.com) [7/10 **Not an ISOA member**]



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

Dan Jungels 7/02	Steve Majors 7/19
Marcia Hostetler 7/04	Mark Moore 7/20
Joan Bruskin 7/05	Joan Delap 7/21
Bev Toms 7/11	Philip Fox 7/24
Steve Bailey 7/19	

MEMBERSHIP COUNTS:  
Memberships 164; Members 225

## COMING IN YOUR AUGUST SNIC BRAAAPP

- Black Hawk Vintage Races & Spring Campout
- Wisconsin British Car Field Day
- Drive-In Movie Night
- Scottish Highland Car Show

**Lots More Stuff**  
On sale at tackier newsstands July 28th

Special SNIC BRAAAPP "Thanks" to Jay "Cannonball" Holekamp for the loan of some 30 1950s and 60s issues of the Standard Triumph Review. This magazine was the official factory periodical published by S/T. These periodicals contain some great stories and graphics [including the photo and caption at top right] from the golden age of Standard Triumph. We hope to include excerpts in this newsletter from time to time in future issues. Ed



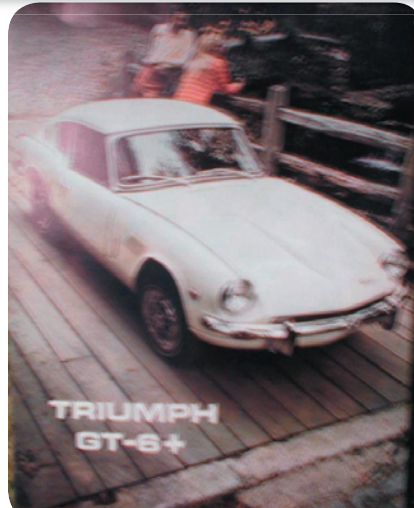
Above: "A NEW TELEVISION STAR. Making her first gaily-coloured appearance on Australian television, a triple toned Standard Spacemaster - Vanguard III to English readers." Standard Car Review, Vol 19, No. 2, 1957

*Safe driving under all conditions*


<p><b>SFT 576 "FLAT-TOPPED" BEAM FOG/LAMP</b></p> <p>This attractive and light efficient design makes fog lamps a likely choice for fitting to the rear window of the modern car. Although the lens is a distinctive clear polycarbonate, the beam pattern is a standard beam pattern.</p> 	<p><b>SLR 576 LONG RANGE DRIVING LAMP</b></p> <p>Designed especially for use in motor cars with the Lucas SFT 576. It projects a powerful, concentrated, fan beam of 60,000 candle power, which makes it valuable along busy roads and in fog. Price per pair - £12. 0/0. D.L. catalogue EC 12, 84.</p> 
<p><b>SLR 7005 LONG RANGE DRIVING LAMP</b></p> <p>Suitable for motorcars with up to seven lamps. It is a standard beam lamp. It is available in the right-hand or left-hand position. The beam is directed to the right or left of the car. Price per pair - £12. 0/0. D.L. catalogue EC 12, 84.</p> 	<p><b>SFT 7005 "FLAT-TOPPED" BEAM FOG/LAMP</b></p> <p>Introducing the latest in beam fog lamps. This lamp gives an extremely wide beam of light which is ideal for use in fog. Price per pair - £12. 0/0. D.L. catalogue EC 12, 84.</p> 

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THE STANDARD CAR REVIEW Number Two, 1957



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 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.

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JULY 2010



*1971 TR6 LUCILLE [LOOSE SEAL] THE PRESIDENTIAL LIMO  
ON TN Hwy 129 - AKA "THE TAIL OF THE DRAGON"*