



SNIC

BRAAAPP

JULY 2011

Vol. VII, Issue No. 469

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

WISCONSIN BRITISH CAR FIELD DAY

TEXT BY BOB "SUDS" STREEPY - & GRAPHICS BY THE AUTHOR, PETER CONOVER, AND JACK BILLIMACK



ON FATHER'S DAY, SUNDAY, JUNE 18TH, A DOZEN or so ISOA dads [and a few ISOA moms], breached the cheddar curtain to attend the annual Wisconsin British Car Field Day in Sussex. Most of the Coventry Irregulars [Steve Yott and friend Mona - TR4A, Jim Doering and Sheryl Holmes - TR6, Thanos Kourliouros and son - TR3A, Jack Billimack - TR6, Murray Bruskin - TR3A, Peter Conover - TR Mini, and your humble and obedient scribe - TR6] convened at the official ISOA eatery of choice, Linda's Wilmot Café, before making the trek to far west suburban Milwaukee. After a delicious breakfast courtesy of Linda, Steve "Godfather" Yott led the party of flat-



landers along a scenic series of rustic back roads. As is so often the case with ISOA road trips, the day was more about the journey than the destination. While the Kettle Moraine does not match "Tail of the Dragon," there are some nice twisty-turny two lanes in the region, and Steve managed to take us along many of them. The expedition

continued on page 7

INSIDE YOUR JULY SNIC BRAAAPP

- Champagne British Car Show
- Rumpus's Flight Not Taken
- LeMons Car Update!
- Chicagoland Cruise Nights
- Lots More Stuff



SNIC BRAAAPP®

is the monthly newsletter of the Illinois Sports Owners Association, an organization dedicated to the preservation and enjoyment of Triumph Sports Cars. Pictures, descriptions or accounts from this publication may not be reproduced without written permission. Member submissions are welcome, but the editor reserves the right to modify content to fit the space available. Contributions received after the 10th of the month will probably appear in the following issue, if at all. 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. Questions, comments, concerns, or great thoughts should be directed to:

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CHAMPAGNE BRITISH CAR SHOW

By JACK BILLIMACK AS TOLD TO BOB STREEPY. GRAPHICS BY THE AUTHOR



A PHALANX OF ABOUT FIFTEEN Coventry Irregulars descended upon Bloomington to attend the first regional British car show of the year. Joe Pawlak [Spitfire], Rick Paulson [Spitfire], Thanos Kourliouros [TR3], Doug & Debbie Larson [TR6], Joe & Roseanne Felix [TR4A], Roman Hrynewycz [TR6], Frank Cartwright [TR7], Joe Kaplon [TR3], Pat Price [Spitfire], Jack Billimack [TR6], Ed Mitchell [Morgan], Murray Bruskin [Sunbeam Alpine], Pete & Denise Ballard [MGB], and Jerry & Sandy Hurst [Mustang] all made the trek to the Champagne Car Show despite threatening weather on Sunday, June 5th.



The unusual name for this event was a vestige of its former location in Champaign where it was held for many years. Most of the ISOAers met Sunday morning at the Dwight MacDonald's where they monitored the weather before deciding to press on to Bloomington. The forecast of precipitation did dissuade Tom and Pat Morgan who opted to return to the relative safety of the western suburbs rather than risk the possibility of storms. Their decision



proved prudent, since the group did have to deal with heavy rain and limited visibility on the drive along I-55 to the show.

The caravan arrived in Bloomington around 10:30 and registered without incident. The group settled in to admire the 100+ British cars on display, and our own Stagmeister was even interviewed by a local television station for a brief piece on the show. [See <http://tv10.illinoisstate.edu/wp/2011/06/06/rolls-roll-into-bloomington/>]



The boy scouts provided sustenance in the form of hot dogs, burgers, and barbeque sandwiches. Dave Massey, who came from the St Louis area, "entertained" the crowd with what was thought to be bagpipe rendition of "Stairway to Heaven."

In addition to just hanging out and checking out the cars, a number of members toured the David Davis Mansion. The show was held on the grounds of the former associate and campaign manager for Abraham Lincoln, who also served as Supreme Court Justice and senator.



Around 2:30, People's Choice awards were presented, and several ISOAers were among the recipients including Murray, Thanos, Doug, Roman, Joe Kaplon and Joe Pawlak.

The group headed back under pleasant skies, and many opted to travel along old Route 66, while others opted to take the interstate in order to be back in time for the June meeting at Mack's

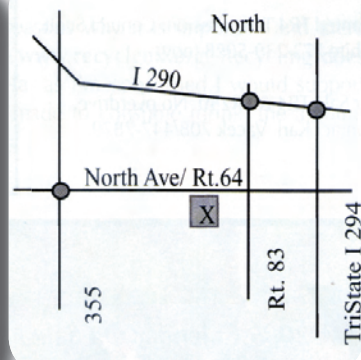
Everyone agreed that despite the bad weather on the way to the show, the day turned out well, and those who attended the show were glad they did.



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.**

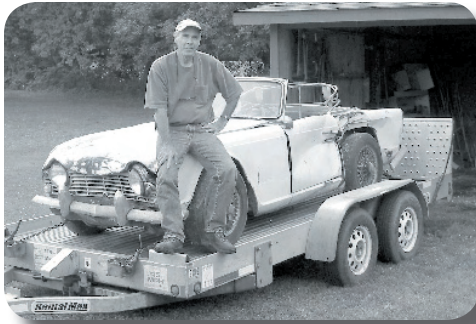


ISOA UPCOMING EVENTS

JUL.	3RD	SUN.	10-3:00 PM 7:00 PM	VOLO AUTO SHOW - 27582 Volo Village Rd. [www.NORTHPOINTERESOURCES.ORG] ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	9-10	SAT.-SUN.		BLONDERHILLFEST II - HARBERT, MI
	10TH	SUN.		BARRINGTON CONCOURS - MAKRAY GOLF CLUB [BARRINGTONCONCOURS.ORG/]
	10TH	SUN.		MAD DOGS & ENGLISHMEN BRITISH AUTO FAIRE, GILMORE CAR MUSEUM - KALAMAZOO, MI
	16TH	SAT.	9:00 AM	24 HOURS OF LEMONS [FEATURING TR 007 "RUSTY GALORE"] - GINGERMAN RACEWAY SOUTH HAVEN, MI - HTTP://WWW.GINGERMANRACEWAY.COM/
	16TH	SAT.	9:00 AM	LONDON-TO-BRIGHTON RUN - LONDON, IN [WWW.IBCU.ORG.]
	31ST	SUN.	3:00 PM	TCHAIKOVSKY SPECTACULAR - RAVINIA, HIGHLAND PARK
AUG.	7TH	SUN.		UNION TRANSPORTATION EXTRAVAGANZA - UNION RAILWAY MUSEUM
	7TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	12-13	SAT.-SUN.		ROADSTER FACTORY SUMMER PARTY - ARMAGH, PA
	7TH	SUN.		HEARTLAND BRITISH CAR SHOW - EAST DAVENPORT, IA
	17-21	WED.-SUN.		VTR CONVENTION - BRECKENRIDGE, CO
	18-21	TH.-SUN.		OPENAIR CLASSIC - MADISON, WI
	21ST	SUN.		ORPHAN AUTO PICNIC - KENDALL COUNTY FAIRGROUNDS
	26TH	FRI.	7:00 PM	ANNUAL ISOA WHITE TRASH NITE - SYCAMORE SPEEDWAY
	27TH	SAT.		INDY BRITISH MOTOR DAYS - 23RD ANNUAL BRITISH CAR SHOW - ZIONSVILLE, IN.
	28TH	SUN.		GENEVA CONCOURS - GENEVA
SEPT.	4TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	11TH	SUN.		BRITISH CAR FESTIVAL - OAKTON COMMUNITY COLLEGE
	17TH	SAT.		ALL BRITISH CAR AND CYLE SHOW - CREVE COEUR LAKE PARK - ST. LOUIS, MO
	17TH	SAT.		MEADOWDALE MOTORSPORTS & MEMORIES - RACEWAY WOODS - CARPENTERSVILLE
	18TH	SUN.		CANTIGNY CAR SHOW - WHEATON
	22-25	TH.-SUN.		SIX PACK TRIALS - GALENA
	24-25	SAT.-SUN.		LAKE GENEVA CAR SHOW - LAKE GENEVA, WI
OCT.	1-2	SAT.-SUN.		FALL CAMPOUT/FOLIAGE TOUR - CASPER'S - KANSASVILLE, WI
	2ND	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] WITH SPECIAL GUEST!
	8TH	SAT.		24 HOURS OF LEMONS [FEATURING TR 007 "RUSTY GALORE"] - JOLIET RACEWAY
NOV.	6TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA			CLINIC
DEC.	4TH	SUN.	7:00 PM TBA	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] 2011 ISOA Go KART CHALLENGE III
JAN.	8TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA.	SAT.	6:00 PM	BIG BASH 2012



A LITTLE BS FROM BS

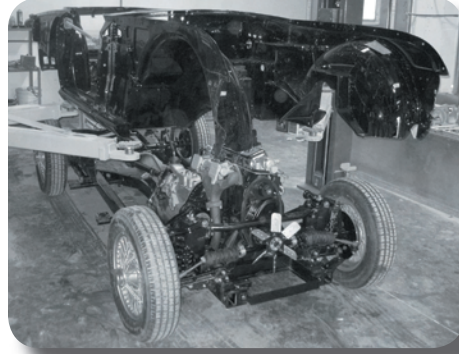


NEWS AND VIEWS FROM
THE BUSTED KNUCKLE GARAGE
By SNIC BRAAAP EDITOR BOB STREEPY

OUR PROJECT TR4 HAS ROUNDED the proverbial clubhouse turn and is now in the home stretch. Since our last update on the status of this car, we have brought the car back from Missouri where the preliminary body was completed last winter. We dropped it off at a body shop in Crystal Lake where a good friend and expert body man attended to the final body panel fit and finish before he painted it this spring. The work there took about a month, and in late May, we lowered the now straight body shell back onto the frame before we set about installing the freshly painted fenders, doors, hood, and trunk deck. The car has come a long way since we extracted it from its 40-year hibernation in Hyde Park in April of 2009.

We actually started the restoration two years ago this month when we brought it from Jim Doering's place in Twin Lakes, WI, to SNIC BRAAAP Towers to strip it down to the shell. Jay Holekamp and I pulled the engine and trans in the summer of 2010 before taking the tub and frame

to MO for the initial bodywork. There the body was pulled off the chassis, and the frame was sandblasted and powdercoated before we brought it back to Bartlett to install the suspension, which Mike Mueller and I had stripped and powdercoated. The differential, carbs, gauges, distributor, starter, generator, wiper motor were gone through before we took the "roller" to Silver Lake where Steve Yott, who had rebuilt the engine, transmission, and overdrive, fitted new brakes, brake lines, fuel lines, and hydraulic lines. We then took the completed chassis back to Missouri to check the body fit and have some additional body work completed before bringing it back to Illinois for



the last time. Our next, and hopefully last, step will be one more trip to the Silver Lake Triumph Centre where most of the final assembly, wiring, and initial startup should have taken place by the time you read this. The interior should be complete by the end of July, and we hope to have everything "debugged" this summer. Then it's off to as many ISOA driving events as we can fit in. Or is it?

Now that we have tied up considerably more currency than our original budget called for [is

anyone surprised by this fact?], we find ourselves on the horns of a dilemma, drive or trailer? Jay Leno is credited with saying that "...we restore 'em to 400 points and then drive 'em down to 375." Right now, I'm having a hard time mustering up the intestinal fortitude required to face that first stone chip or the oil film that will eventually coat some [most?] of the presently pristine engine bay. But, the other side of my feeble brain is reminding me that driving a Triumph is why we have them. It's not a museum piece, and like my old buddy Vinnie the Ratchet frequently reminds me, "Them wheels is round for a reason."

Remember the scene in "Animal House" at the ΔΤΔ toga party when Pinto is faced with the moral dilemma of whether or not to take liberties with the comatose 13-year-old, and the two imaginary figures representing his conscious and his id try to convince him of which path to follow? I'm getting closer each day to feeling like I'm in Larry Kroger's shoes. Only time will tell whether we take the advice of the angel or the devil. My money is on the Prince of Darkness.



Suds

ISOA MEMBERSHIP: Being a member of ISOA is easy! Owning a Triumph is optional; you can drive whatever you want. All you need to do is pay your annual dues of \$35.00. (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



ROAMIN' WITH ROMAN



BY ISOA PRESIDENT
ROMAN HRYNEWYCZ

FINALLY! SOME WARM WEATHER! No doubt, we all have been waiting a long time to get some good top down driving weather. What good does it do to have a nice little British roadster if you can only drive with the hood erect? I, for one, am overjoyed. My thoughts carry me back to the first real show of the calendar year, the Champagne British Car Festival. The trip down didn't start well as the heavens opened up a deluge of rain for our drive. Even with the threat of foul weather, we had a good caravan head down to the show. We even managed to put the locals to shame with our turnout as opposed to theirs. As usual, we all had a good time. To top it off, many from our caravan received trophies for our beloved rides. Congratulations to all of you. I would also like to extend a hearty 'attaboy' to Thanos for driving his TR3 on its longest trek since he had it restored a couple of years ago.

This is the time of year that many of us are planning our annual pilgrimage to the North American Triumph Challenge. This year we will be off to Breckenridge, Colorado, but what about the future? Where will the convention take place the year after or the next after that? This is something we all must consider. It has

been brought to my attention that if ISOA wants to continue with its streak of hosting the event every 10 years on the 5th year, such as 1995, 2005, 2015, we have to send a letter of intent to VTR and reserve that year. However, before we do that we, as a group, must collectively decide if we want to set out on this course. I have been told that the conventions organized by ISOA in the past have been some of the best. One thing has changed for any future convention is that the people who have done the bulwark of the organizing will no longer be available. We need some new people to step forward to fill in the void. What I am asking right now is for everyone to ponder the question whether we should entertain thoughts of hosting the convention in 2015. If we decide that it would be a profitable endeavor, we must find who amongst us would be able to spearhead the project. Lastly, we would have to determine a venue. The board of directors and I will be gauging interest over the next several months as well as entertaining any thoughts or ideas pertaining to this event.

No mater what the club decides, I am happy that I came to that first meeting 6 years ago that sent me on this odyssey. Sure there have been ups and downs (Boomer awards), but for the most part, it has been a pleasure to be part of ISOA.



ISOA TECHNICAL ExSPURTS

- TR2 Al "Chromedome" Christopher 773/233-2526
- TR3 Bill "Whizmo" Pyle 630/773-4806
- TR4 Pat "PowerBuldge" Lobdell 219/942-1263
- TR4A/250/5A Steve "Godfather" 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
- Herald Jack "Spuds" Billmack 815/459-4721
- Machinist Bob "Opera Man" Crowley 630/319-7343
- Electrical, Paint, Body, Joe "Stagmeister" Pawlak 847/683-9683

IL. Dept. Revenue Mike "Scooter" Johnson
Ombudsman scooter5559@comcast.net



*Listed below are a few of the numerous Cruise Night locations throughout the metro Chicago-land region as printed in the "Play" section of the **Chicago Tribune** on May 26th. If you know of additional venues, please let us know, and we will include them in a future issue of **SNIC BRAAAP***

Popular Cruise Nights in Chicagoland

Algonquin	5:30 to 8:30 p.m. June 14, July 12 and Aug. 9, Randall Road & Harnish Dr. - alchamber.com
Barrington	6:30 to 8:30 p.m. June 2, July 7, Aug. 4 and Sept. 1, Station & Cook Sts - barrington-il.gov
Bartlett	6 to 9 p.m. Sundays - Illinois Highway 59 & Steams Rd - doublekproductions.com
Batavia	9 a.m. to 3 p.m. June 19, 645 S. River St. - oldgoldcruisers.com
Berwyn	6 to 9 p.m. June 7 and 21, July 5 and 19 & Aug. 16 and 30, Windsor & Grove Aves - berwyn.net
Cary	6 to 8:30 p.m. Wednesdays Main Street & Northwest Hwy - carygrovechamber.com
Chicago Ridge	6 to 9 p.m. alternating Tuesdays 6401W. 95th St. -708-857-8300
Downers Grove	6 to 9 p.m. Fridays through Sept. 2, Main & Curtiss Sts - downtowndg.org
Elmhurst	7 to 9 p.m. Wednesdays - Addison Avenue and First St. - elmhurstcitycentre.com
Forest Park	6 to 9 p.m. on the 2nd and 4th Tuesdays, Madison St & Thomas Ave. - email scody@forestpark.net
Frankfort	5 to 9 p.m. Thursdays through Aug. 25, Kansas & Oak Sts. - frankfortcarclub.org
Geneva	6 to 8 p.m. Thursdays July 7 through Aug. 25, Fourth & James Sts. - genevachamber.com
Joliet	5 to 9 p.m. Wednesdays - 2600 W. Jefferson St. - babeshotdogs.com
Libertyville	6 to 9 p.m. Wednesdays Cook Park, Church Street & Milwaukee Ave. - mainstreetlibertyville.org
Lockport	6:30 to 8:30 p.m. Mondays June 6 through Aug. 29 (no cruise night July 5), Ninth & Hamilton Sts. lockportcruise.com
Lombard	6 to 10 p.m. Saturdays - St. Charles Rd. and Park Ave.
McHenry	6 to 8:30 p.m. Mondays June 6 through Oct. 10, Elm & Green Streets - classlccarbuff@comcast.net
Mt. Prospect	6 to 9 p.m. Saturdays through Sept. 24, Metra parking lot, Illinois Highway 83 & Northwest Highway mpdma.org
Mundelein	6 to 9:30 p.m. June 8, July 13, Aug. 10 and Sept. 14, U.S. Hwy 45 & Illinois Hwy 176 - parkonpark.com
St. Charles	5 to 8 p.m. July 12, 19, and 26 and Aug. 2, 9 and 16, First & Illinois Sts. - Hewlitt@stcharleschamber.com
Skokie	6 to 9 p.m. June 15, July 20 and Aug. 17, 5127 Oakton St. - cruisethebacklot.com
Westmont	6 to 9 p.m. Thursdays June 2 through Aug. 25 (no show July 7), Cass & Burlington Aves. westmontevents.com
Wheaton	7 to 9 p.m. Fridays June 3 through Aug. 26, Front & Main Sts. - downtownwheaton.com



continued from page 1



paused briefly in East Troy to hook up with Frank Cartright –TR6, who had attended the races at Black Hawk Farms the previous day, and joined the group on his to Sussex.



Most of the caravan gambled that the weather prognosticators would be wrong in their prediction of rain and chose to run with their tops down. Unlike the previous regional show in Bloomington a few weeks earlier, this time their gamble paid off, and despite threatening skies, the party remained dry all the way to Sussex. We should add that the group did encounter some wet pavement, to which yours truly can personally attest as attempting to negotiate a 15 MPH left hand turn at 40, thus prompting a change of unmentionables in the Sussex gent's ordinary.



After about an hour of smooth running, [i.e. nobody got lost despite the best efforts of the WI D.O.T. to confuse motorists with their Byzan-



tine road naming] the group pulled into the community park in Sussex for the thirtieth annual Field Day. We were met there by Mark Moore – TR6, who had driven up from Rockford and Bill and Kim Jensen – Spitfire 1500, who had come up earlier to visit family in Milwaukee.



For the last several years, the event has been held around the water filled "crater" that serves as the epicenter of the Sussex Community Park. The venue is interesting, if for no other reason that by scaling the knoll overlooking the pond, one can view the entire show field which circles the pond. This year, despite the wet spring, the small body of water was practically drained. [Ed note: Perhaps they were trying to contain the mosquito population? If so, they failed miserably.]



The number of registrants was smaller than in past years, probably held down by the forecast of precipitation. Nevertheless, there were probably more than 100

cars registered. Some of the more interesting included a pair of 1930s HRGs, a 1950 RHD 2 + 2 drophead coupe MG survivor from Singapore, several beautiful big Healy's, a stunning XK 140, and a Morris Minor sedan delivery.



The popular choice balloting ended at 1:00 PM, and when the ballots were tallied, the flatlanders did not go home empty handed. Mark, Steve, Kim [and Bill], Thanos, Frank, and I all received awards. We posed our cars for a group photo around 1:30 and proceeded to go our separate ways back to the Land of Lincoln. Lucille and I rolled into Snic Braaapp Towers around 4:00 PM after racking up 212 problem-free miles. We stayed dry, didn't get lost, and nobody broke down. In the words of my old buddy, Vinnie the Ratchet, "It don't git no better 'n that!"

Suds



THE FLIGHT NOT TAKEN
 BY DAVE "RUMPUS" KANZLER

IT HAS BEEN A ROUGH FEW MONTHS for your humble scribe. In April I fell and sustained a displaced distal radius fracture to my right wrist which required surgery to repair and much painful rehab. It also kept me from being able to drive "Rumpus," my 1974 TR6, for 6 weeks. Work has been incredibly stressful as we fought, unsuccessfully, Governor "commie" Quinn's efforts to cut our fees for treating injured workers by 30%. And while the home life is generally good, the dog is always hiding my shoes (he is my wife's dog, and I know he would like me out of the picture), and I have a teenage daughter and son who, when they aren't fighting with each other, are rolling their eyes at me for having the temerity to suggest they pick up after themselves and do anything other than chat on Facebook. I'm sure you've all been there, so it was a nice treat to get invited by my (wealthy) friend Greg to attend a Cubs/Cardinals game in St. Louis and fly down in his private jet (see picture). But the Monday before the game my doctor finally cleared me to drive a stick shift again, and it occurred to me that Rumpus had been cooped up too long. She needed to stretch her legs, and I needed to get away from it all and log some open road "me" time. So rather than work all day and fly "air Greg," I decided to take the day off and drive the back roads to meet up

with Greg's brother in Springfield, park Rumpus, and drive the rest of the way with him.

I got up early, grabbed a Starbucks, popped "Déjà Vu" by CSN&Y into the stereo and hit the road. My only goal was to relax and find some country roads heading south, relying on my Garmin to eventually lead me to Springfield. Somewhere near the Illinois River, I realized I hadn't brought any sunscreen and that I'd better keep the tank topped off, so I pulled into a gas station/quickie mart that advertised "homemade donuts." Let me tell you, one of life's great pleasures is a fresh, homemade cake donut with real chocolate icing. Ummmm. Back on the road I popped in the sound track to "Moulin Rouge," and when its phenomenal version of "Lady Marmalade" was fully rocking, I realized I was edging Rumpus to triple digits on the speedo. Figuring I needed to take it down a notch, I popped in one of my all time favorite albums "All Things in Time" by Lou Rawls and just enjoyed playing hide and seek with the river and the winding, tree-shaded roads.

Getting hungry, I pulled into an old-fashioned diner somewhere in the middle of central IL and sat at the counter next to an older woman who bore a striking resemblance to the crazy cat lady on the "Simpsons" who smokes so much that she is now mostly creosote. But she was sweet, and she noticed Rumpus. One thing led to another, and I told her about the time a stripper rear ended me

(see "A Stripper Hit My Car" June, 2009). She told me that she used to be an "exotic dancer" at Big Al's in Peoria (an in/famous strip club) and that, "In my day it was an art form with real class, not like the crap the girls do today." Back on the road again, I fired up a cigar and put in the greatest movie sounds track of all time, "O Brother Where Art Thou" and arrived in Springfield with that "old timey music" ringing in my ears. We parked Rumpus, drove to St. Louis, met up with Greg, and yada yada "Cubs lose."

The next day it was back to Springfield to get Rumpus and head home. Being a dutiful son, I stopped in Bloomington to take my mother to lunch. Now my mother lives about a mile from the David Davis mansion where the Champaign British car show was being held, but I had promised my wife I would be home that night. I briefly toyed with the thought of attending the car show and calling my wife to tell her the "flux capacitor" went out, and I would have to stay over and wouldn't be home until Sunday night. But a promise is a promise. I stopped in the local Kroger grocery store to get some Vitamin Water and actually ran into my high school girlfriend and her sister (see "First Love" August, 2006). After seeing your high school girlfriend while driving the same type of car where the two of us crossed a few "life milestones," there is only one song you can play on the stereo, "Night Moves" by Bob Seger. I toned it down with some Bob Marley, and as I drove home, I realized stressful or not, I was lucky to have a job, that my broken wrist would eventually heal, and that I have two great kids who soon enough would emerge from their teenage years as actual human beings. While I may not have a Cessna Citation CJ3, I do have a sweet running Triumph, so I've got that going for me.....which is nice.

RUSTY GALORE UPDATE



TEXT BY MARK FISHER
AS TOLD TO BOB STREEPY
GRAPHICS BY JACK BILLIMACK AND
MARK FISHER

THE LEMONS TR7 RACECAR, WHICH began as a gleam in the eye of Mark "Silo" Fisher, is rapidly nearing its official debut at the Gingerman Race Track in South Haven, Michigan, on July 16th. Since our last installment on the progress of this project, Mark's crack team of wrenchmen has installed a full set of instruments, many of which are actually operative, added a new set of shifter bushings, immeasurably improving the car's capacity to change gears, and welded in reinforcements in the trunk floor. Under Mark's stewardship, the team has also mounted the racing seats as well as a set of race-approved seat belts. The seats have been mounted along as set of specially designed tracks to allow for the variation of height of the various drivers, who range in altitude from 5'6" to 6' 8," a situation somewhat atypical in the racing community. The crew has also installed a proprietary reinforcement bracket behind the seat to allow for the amount travel of the various seating positions necessitated by the different drivers.



The biggest achievement to date has been the addition of a purpose built roll cage. The car was driven under its own power from Woodstock to Darien for the welding and fabrication of the cage. It performed well enough on the road, but the braking system is still demonstrating some "teething" problems. The braking system is comprised of all new components that should be compatible with one



another, but it still requires far too much pedal pressure to satisfy the demands of racing. Mark hastens to add that these components were not a parts bin "shot in the dark," but rather a carefully thought out system that should be compatible. He has plans to use some sophisticated instruments to measure the flow of hydraulic pressure throughout the system to isolate the specific point where the problem is located and hopes to have the issue resolved shortly.

The cars engine, transmission, and rear end have not been modified, other than routine maintenance and fresh fluids, but so far the drive train seems strong.

As of mid June, the team has arranged to take the car to several local racetracks to do some additional testing and provide all of the drivers an opportunity to get behind the wheel and become familiar with the car's performance in preparation for the big day in July. For any ISOA race fans, the weekend at Gingerman should be a great event. The track has camping available for the fans and crew, but there are also nearby motels for those who prefer more comfortable accommodations. For directions and further details on the race weekend, click on <http://www.gingermanraceway.com/>.



*Ed Note: The August/September issue of **Triumph World** will include an article on preparations by Mark and the team for the race at Gingerman.*



GINGERMAN RACEWAY

July 16th

24 Hours of LeMons & ISOA Campout
Featuring TR 007 - Rusty Galore

61414 County Road 388 South Haven, MI 49090
(269) 253-4445 - <http://www.gingermanraceway.com/>



August 17th - August 21st 2011



Sunday, July 3rd,
27582 Volo Village Road,
Volo, IL 60073
10:00AM through 3:00PM



The Roadster Factory
Summer Party
August 12, 13
Armagh, PA

RAVINIA

Sunday, July 31st
Tschaikovsky Spectacular - 3:00 PM



Friday, August 26th
ISOA White TRash Night



August 6 & 7
Heartland British
Autofest!



ALL BRITISH CAR SHOW
SAINT LOUIS

Saturday
September 17,
British Car and
Cycle Show



Sunday, July 10th,
Mad Dogs & English-
men
British Auto Faire XXI,
Gilmore Car Museum
Kalamazoo, MI

1937 DELAHAYE 135M OF FOUNDING EXHIBITOR MALCOLM PRAY; PHOTOGRAPHY BY MICHAEL FURMAN.



BARRINGTON CONCOURS D'ELEGANCE

THE CHICAGO AREA'S PREMIER CELEBRATION OF THE WORLD'S FINEST
AND MOST RARE CLASSIC VEHICLES

July 10th - Makray Memorial Golf Club, Barrington

**GENEVA
CONCOURS
d'Elegance**

August 28, 2011

21st Annual
chicagoland
Corvair
enthusiasts

Orphan Auto Picnic
Presented by
Chicagoland Corvair Enthusiasts
Sunday, August 21st
(rain or shine)

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

Same great low pressure, low cost event participants rave about since 1990!
Car gates open 10 AM to 2 PM, event ends 5 PM.
No admission fee, judging or trophies.
Just enjoy the day with other orphan owners.
Big raffle at 3 PM!

Its for orphans!
Open to discontinued makes and models at least 20 years old
See reverse for more details

2011 Featured Models
The British Invasion
(Special featured marquee parking area)

6-PACK™

2011 TRials
September 22nd - 25th 2011, Galena, IL
With Special Guest Performance by
The Spinal Tappets

BRITISH CAR UNION PRESENTS
**BRITISH
CAR
FESTIVAL**

**ILLINOIS
RAILWAY
MUSEUM**

September 11th, 2011
Oakton Community College

Sunday - August 21st
21st Annual Vintage Transport Extravaganza,
Union, IL

Geneva Lake
Classic Car Rally

Saturday September 23-25
Lake Geneva, WI

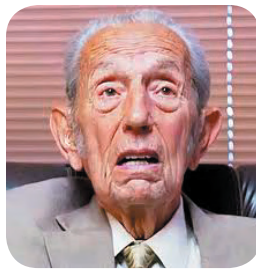
CANTIGNY
CAR SHOW

Sunday September 18, 2011
Meet at Holekamp's 7:30 AM
133 Danada Ct., Wheaton, IL



Dear Editor,
I wanted you and your reader to be among the first to know that I have revised my prophecy for the Rapture. My first and second forecasts

were slightly off, but this time I am certain that the end of the world will take place on October 21st, 2011. Actually, the May 21st prophecy was correct, but it was a "spiritual" Armageddon, not a physical one. I noticed on your calendar that you



have tentatively set that date for your fall campout and color tour, so I suggest you reschedule that event for an earlier time.
Best regards,

HC

Dear Rev. Camping,

We certainly appreciate the heads up. We are forwarding your letter to our events coordinator, Jack "Spuds" Billimack, so that he and the hosts of the fall campout can consider moving the campout up to some time before the end of the world. However, we should add that based on your track record, it is likely that we will take our chances on the date we have already chosen. Besides, the Cubs will likely be playing in Game 7 of the World Series then.

As Triumph owners, we are accustomed to doomsday types of events taking place with regularity. However, we have opted to take our chances and tempt fate each time we go anywhere in our cars. Besides, if the next world is populated with whack jobs like you, we'll take our chances in the alternative environment. After all, you might say we have already made a pact with Lucas, the Prince of Darkness, and we have already forfeited our rightful place alongside you in the next life.

ED

Dear Editor,

I am writing to all of the major news outlets to inform my many fans that I am planning a film comeback. Since my

term in office [and as a married man] has ended, I'm going back to what I do best: acting or AKA- pretending to be something that I am not. After all, I pretended to be a fiscally responsible governor, although during my tenure, the state debt doubled. I also pretended to be a model of husbandly virtue, and we all know how that turned out. So, I just wanted to let you and your readers know that "I'm back!"



AS

Dear Ahnold,

While we are saddened at the end of any marriage, in your case, we are pleased that unlike a couple of some political sleaze bags [John Edwards and Newt Gingrich come to mind], at least your wife was in good health when you chose to engage in your philandering. Nevertheless, to make a mockery of your marriage vows while pretending to be a model of Christian virtue does strike us as great acting. Unfortunately, placing your name in the context of "great acting" is just as incongruent as associating you with sound governing or marital fidelity.

Good luck with the acting thing. If posing to be something that you're not is any indication of success, you should do quite well.

ED

Dear Editor,



As an occasional reader to your esteemed newsletter, I never fail to be amused at the clever nicknames that the "members" of ISOA come up with for one another. However, I must take exception

with the nome de plume assigned to Pat "Powerbulge" Lodbell. In light of the recent exposure I have received from the media, I believe that it is abundantly clear that I should have exclusive rights to the designation "Powerbulge." Therefore, I am serving notice to him and all

other members of ISOA to cease and desist the use of this term unless it refers expressly to me.

PS - In case you need any graphic evidence of my justification for this "handle," just check my Twitter feed.

AW, NY

Dear "Member" of Congress Weiner, [if that's really your name]

The imagery you refer to does seem to justify your position regarding the use of the nickname "Powerbulge." However, on your recent media blitz, you expressed that there was no "certitude" that the photo in question was actually you. Nevertheless, you have since admitted that the photos in question indeed showed your skivvies.

We would humbly suggest that before you lay claim to a nickname that we have bestowed on our beloved member Lodbell, bare in mind that we of ISOA take great pains to assign nicknames. We even have a specially designated member of the board whose sole responsibility is to decide upon appropriate nomenclature for our members, and we have turned your cease and desist order over to Irv "Elwood" Korey for further review. His immediate reaction was a bit unclear, but it sounded something like "duckshoe." In the meantime, we would simply suggest you stick with just plain Wiener; it seems to fit you far better than you may realize.

ED



PS Since you have "retired" from public service, should you decide to join ISOA, we have just the car for you.



JUNE 2011 MEETING NOTES

BY ISOA SECRETARY

PETER CONOVER

ATTENDANCE WAS LIGHT FOR THE JUNE meeting of the ISOA, mainly due to the fact that the Champagne British Car Festival had taken place earlier in the day. Only the truly hardy (or perhaps "foolhardy") attended the meeting after traveling back to the Chicago area. The meeting was called to order at 7:18 pm by President Roman Hrynewycz. He then introduced the rest of the Board members in attendance. New/returning members Joe Byers (TR-3, TR-250, TR-7, Spitfire, '55 Chevy, '74 Mercedes 450SL) and Denise Allgaier ('76 Spitfire), were welcomed to their first meeting.

John Meyer, representing the Corvair Club, made a presentation on the annual Orphan Car Picnic. Although attended by many ISOA members in the past, Joe made special mention that British cars would be featured at this year's picnic.

Membership chair Tim Buja gave an update and requested that all members check their roster information for accuracy, as a new dashbox membership list will be produced soon.

Next, in the ongoing projects segment of the meeting, Bill Kolton reported that his car had received a new gas tank, courtesy of Irv Korey, as well as new brake and clutch master cylinders. John Kolton reported that his Stag's distributor, diagnosed with significant shaft wobble at the recent Distributor Clinic, had been rebuilt and fitted with electronic ignition, and that the car's performance was much improved. Al Christopher did some rebuilding work on his transmission but was thwarted by having received a bad bushing from Moss. Bobby Lathrop had been having some trouble with his Spitfire's carbs, but they had been fixed by Steve Yott. I gave an update on my Aston project: getting close but still waiting to reassemble the engine with a new (and hopefully non-leaking) head gasket. Lastly, Bob Streepy reported on the progress of his TR-4 project. [See "A Little BS from BS", p 4]

Bob segued into a presentation of restoration philosophies, to continue on the topic I began in May. In the usual

Streepy way, laced with humor, Bob talked about the concept of "Rolling Restorations," wherein your car is restored as necessary while continuing to be able to drive and enjoy it. Bob then talked about various elements of a restoration to consider: Budget – figure it out, then triple it, and discuss it with your spouse; the fact that a disassembled car takes up significantly more room than an assembled one; building a library of resource materials, and learning from others' mistakes; and asking yourself what you want at the end of your restoration – a driver vs. a concours contender.

Next, Roman asked the Membership to consider if ISOA should offer to host the 2015 VTR convention (since we hosted in '95 and '05). It's not too soon for us to make a commitment, but that the success of the event would hinge on finding a suitable venue as well as "new blood" to organize the event.

Bob Streepy reported that SNIC BRAAAPP has once again received the Golden Quill award.

In the recap of recent past events, Mark Hattenauer reported on the tune-up clinic, Jack Billimack reported on the season's first Breakfast run (which was augmented by a private visit to the Small Wonders Micro Mini Car Museum in Crystal Lake), and Murray Bruskin reported on the Champagne British Car Festival in Bloomington,

Bill Jensen won this month's raffle, drawn by newcomer Denise Allgaier.

Thanos Kourliouros was nominated for this month's Peter M. Roberts award by Al Christopher for supplying him with seatbelts; Bill Jensen was nominated by Kim Jensen for adding oak inserts to her luggage rack; and Lee Feder nominated Irv Korey for use of a reciprocating saw to assist in the removal of some stubborn bolts. Thanos received the award.

For this month's Boomer award, Roman nominated Tom Morgan (in absentia) for leaving his Miata turned on during the stop at the Micro Mini Car Museum and draining the battery (the only car that wouldn't start); Ed Krakowiak mentioned that he ran over the tow strap which had come loose from his "Super Boomer," thus nominating Jack Billimack for faulty award construction;

Jack nominated himself (or for Barb in absentia) for putting paint into a plastic cup, which was eaten through by said paint before the project was completed. It seemed liked a sure bet that Jack would win for one of his two nominations until Lee Feder informed us that he once drained gas into a styrofoam container, which, like Jack's paint, was eaten through by said gas. Lee's victory by a wide margin was assured by his own admission that as a college graduate in engineering, he should have known better.

On that note, the meeting was adjourned.

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Publisher

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Reps Terri Underhill



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. All ad copy is taken from sellers. SNIC BRAAAP does not inspect any cars as a prerequisite for inclusion here and does not assume any responsibility as to the accuracy of any ad text. As with any purchase, Caveat Emptor. To place an add, please e-mail Bob Streepy at: trstreep@sbcglobal.net or call 630/372-7565. The editor reserves the right to adjust the length of an ad to accommodate the space available.

•For Sale: 1974 TR-6. Body and interior totally re-done. Engine compartment has not been detailed. Beautiful restoration! \$7500 OBO 563-542-1740. Gene Walerius walerius4@yahoo.com - *not an ISOA member* [July '11]

•For Sale: 1974 TR-6 for sale. Very good condition. 24 years of garaged TLC. Joe Chandler, 630-325-4490, Hinsdale, IL.

•For Sale: Wood Dash Panel for early TR-6. Purchased new from TRF and never installed. Complete unit with matching glove box door, black hinges and screws. Could be an upgrade for you at a reasonable price! \$140.00 John Kolton 630-294-2314.



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

Dan Jungels 7/02	Joan Delap 7/21
Joan Bruskin 7/05	Larry Kluge 7/24
Scott Redman 7/09	Philip Fox 7/24
Steve Bailey 7/19	Adrian LaTrace on 07/25
Mark Moore 7/20	

MEMBERSHIP COUNTS
173 MEMBERSHIPS - 232 - MEMBERS

New Members

Joe Byers
440 8th Ave S. Clinton, IA 52732-5612
708 769-2480 EMail: TR3250@aol.com
59 TR3, 68 TR250, 80 TR7

Dave White
123 Howe Ter. Barrington, IL 60010-4854
847 842-8412 EMail: davwhit55@att.net
Looking for TR4

Tim Murphy
N5303 River Rd. Fond du Lac, WI 54937-9116
920 921-9380 EMail: timmurph@fastbytes.com
68 TR5, 61 TR4, 64 TR4

Denise Allgaier
2709 N Villa Ln. McHenry, IL 60051-2905
815 344-0472
76 Spitfire 1500



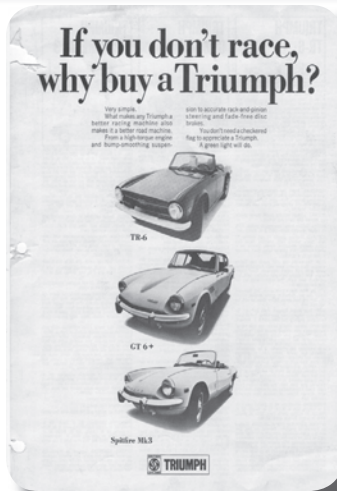
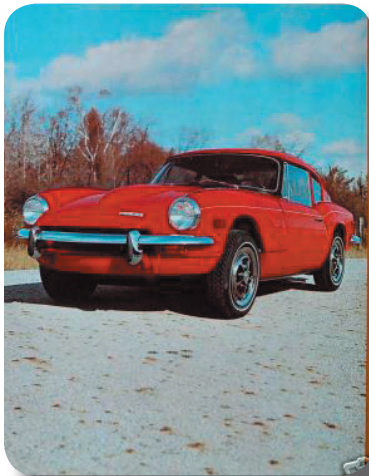
Mike "Scooter" Johnson has suggested we post a list of web sites that might be of in "TR"est to our vast readership, and we are happy to oblige. Here's the first of what we hope will be a continuing feature of cyber locations relating to LBCs. If you have a web site or two that you would like to pass on to on to other club members [remember: this is a family newsletter!], please forward it to: trstreep@sbcglobal.net, and we will list it in a future newsletter. Happy Surfing!

<http://www.mg-tabc.org/t-list-gall-02.htm>
<http://www.the-roadster-factory.com/indexmain.php>
<http://www.mossmotors.com/>
<http://www.bpnorthwest.com/>
<http://www.victoriabritish.com/>

2011 ISOA Photo Contest



Now that winter is over, you've cleaned up your Triumph, and it's really looking great. Why not snap a couple of high res. shots of your pride and joy and submit them to the newsletter for possible inclusion on "The Rear View Mirror" and have it included in the 2012 club calendar. Send your graphic magnum opus to trstreep@sbcglobal.net. Winners will receive a complimentary calendar [a major award!] and the unending gratitude of a desperate newsletter editor. Deadline is August 1st, 2011. Decision of the judges is final, maybe...



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

JULY 2011



***TIM "TOOLMAN" AND ANN "THE HAMMER" BUJA TAKE A PARADE LAP AT
ROCKFORD SPEEDWAY IN THEIR 1972 TR6 AT 2005 VTR CONVENTION***