



SNIC

BRAAAPP

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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

RUSTY GALORE RACES AT GINGERMAN, BUT COOLER HEADS PREVAIL

WHAT'S THE WORST THAT COULD HAPPEN? * TEXT & GRAPHICS BOB STREEPY

** OFFICIAL MOTTO OF LeMONS SERIES*



AUTO WRITER ERIC NIEDERMAYER MAY HAVE SAID IT BEST WHEN he wrote, "If the Ferrari Challenges are Playboy models, all glossy and out of reach, LeMons cars are like the crazy girl that you should probably stay away from but is down for some naughty fun right now." The LeMons series, the brainchild of Jay Lamm, widely recognized for his cheeky journalistic style, conceived the concept of an enduro for beaters in 1996, and the idea caught on. Lamm decided that a 24-hour endurance race for beaters would, in his words, "...guarantee those panicky, hilarious mechanical crises that make vintage rallies and vintage racing so much fun." The LeMons series is now held at 20 tracks throughout North America.



The notion of low budget, creatively irreverent vintage racing in which the rules were "negotiable," was particularly appealing to ISOA member Mark Fisher. In the fall of 2010, he attended his first LeMons race at the Joliet Autobahn, and he came away convinced that he and a team of ISOA members simply had to enter a car in the event. He felt the LeMons series philosophy of creative irreverence was in keeping with the true spirit of ISOA, and he formulated a plan to acquire a car to compete in the series. He immediately was besieged with volunteers willing to donate their time to the project.

The car, purchased for the princely sum of \$1.00 was equipped with its original, albeit inoperative, 4 cylinder engine, and the team began preparing the car in March of 2011. They rebuilt the starter and the carburetors, removed the air conditioning system, the top and interior, replaced the steering bushings, and installed oversized Wildwood four piston calipers, along with a new brake master cylinder. They also installed new tires and wheels, an electronic fuel pump, and a used Kirkey racing seat.

In May Mark received official notification from the race

continued on page 12

INSIDE YOUR AUGUST SNIC BRAAAPP

- Remembering Toofus
 - Black Hawk: Camping & Racing ISOA Style
 - Mad Dogs & Englishmen & Barrington Concours
 - BlonderHill Fest II
 - Drive In Movie Night
- Lots More Stuff**



Mike Mueller [left] receives 2009 ISOA Ray Henderson Award from former club president Bob Streepy

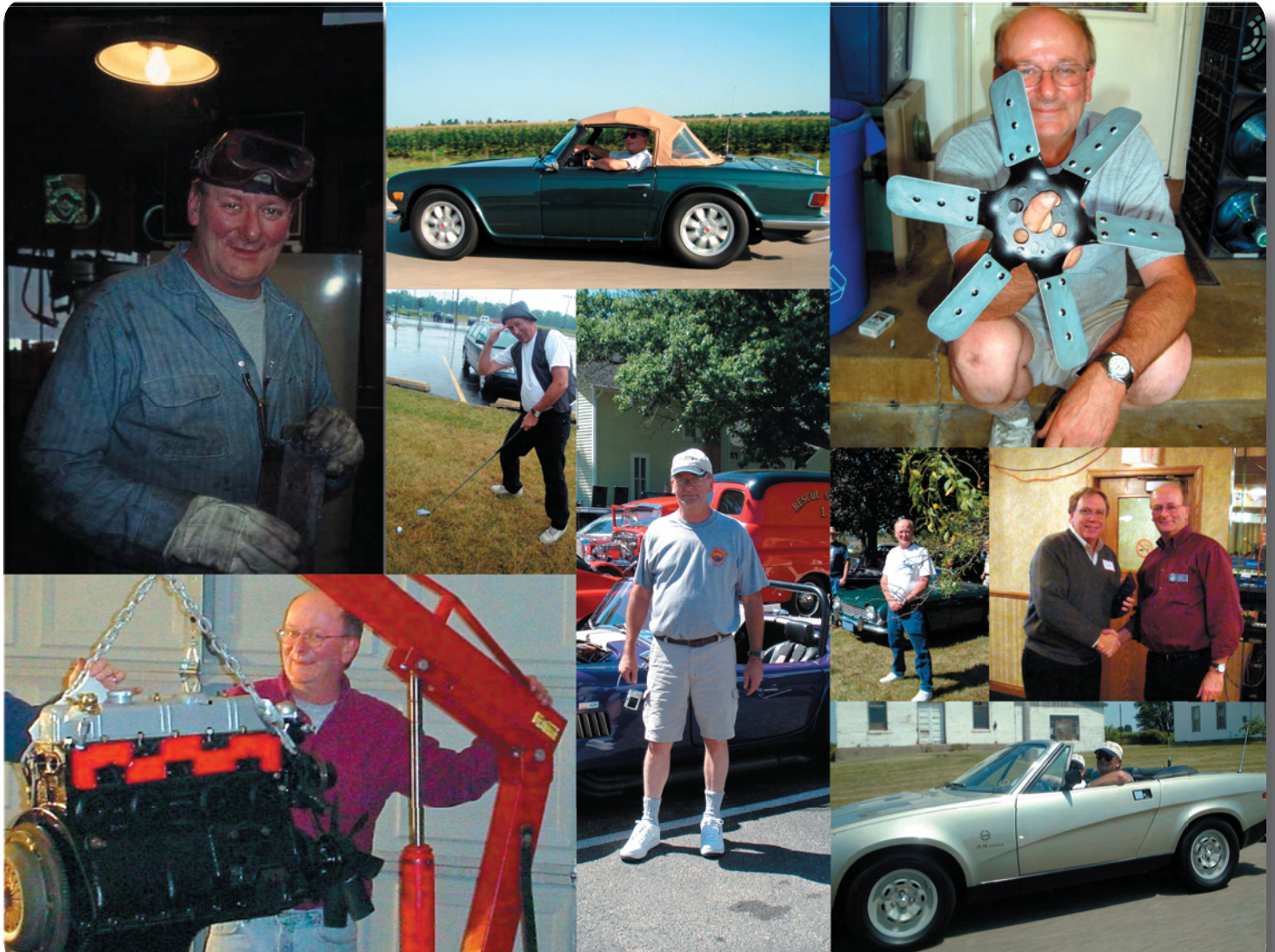
IT IS MY SAD DUTY TO REPORT THAT MIKE "TOOFUS" MUELLER PASSED AWAY ON July 7th from complications brought on by bladder cancer. Mike had been battling the disease since being diagnosed nearly four months ago, but he took a turn for the worse the day before he passed.

Mike was a long time club member and served for many years on the ISOA board and as the club's vice president. He was also a key member of the 2005 VTR convention planning and organizing committee. Mike was the 2009 recipient of the club "Ray Henderson" award for outstanding service to ISOA [photo left].

He will best be remembered by his many friends in ISOA as someone who would do anything to help a fellow club member. [EG- he once dropped everything to drive from his home in Wood Dale to deliver a TR3 axle to a club member who had a bearing failure in Michigan.] He was recognized as a master welder and powder coater and provided these services to countless ISOA members over the years.

He is survived by Diane, his wife of 43 years, sons Chris [Denise] and Dan [Lori], granddaughter Maddie, and sisters, Judy, Pamela, and Debra, along with many nieces and nephews. Services have been held.

Bob Streepy

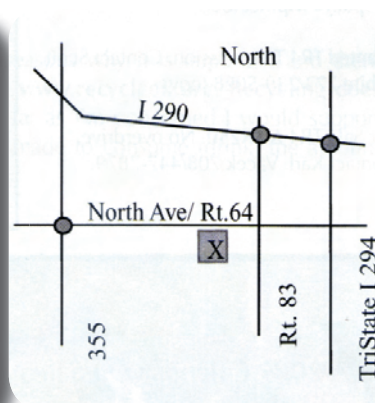




ILLINOIS SPORTS OWNERS ASSOCIATION

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
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 - KENADALL 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.	1ST	SAT.		JOURA SPORTS CAR POKER RUN - SPRUCE RUN, NC - www.exploringjoara.org/
	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

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: Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 e-mail: trstreep@sbcglobal.net. Contributors: Jack Billimack, Peter Conover, Mark Fisher, Dave Kanzler, Roman Hrynewyccz

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A LITTLE BS FROM BS



NEWS AND VIEWS FROM
THE BUSTED KNUCKLE GARAGE
BY SNIC BRAAAP EDITOR BOB STREEPY
DOUBLE VISION

AT A RECENT CLUB MEETING, I WAS called upon by our beloved chief executive to discuss "Restoration Philosophy – Theory & Practice 101." Those who were there may have heard me mumble something or other about expenses, time, an understanding significant other, available space, objective, and a few other items that we've both since forgotten. One of the primary concerns most gearheads take into account before taking on a restoration is budget. For many of us, despite our meticulous research and planning, the end result, not unlike some Pentagon expenditures, frequently seems to cost more than we anticipated.

Before I undertook my most recent [and I might add, final] car restoration, I drew up a careful plan taking into account the parts needed and hours of hired help - i.e. outside labor - required. Then I doubled that figure and felt reasonably confident that this time, unlike my past efforts, I would end up with a project that I could break even on. Why then am I so far under water on this one that it makes my previous restorations pale in comparison? I think I have finally come up with the answer: It's Dave Kayson's fault.

Some years ago I wrote about how he subliminally caused me to get involved with Triumphs by buying a TR6 back in 1984. I fell under the hypnotic spell of that car and soon irrationally bought a project TR6 [Lucille – The Wonder Car as in "I wonder if anybody will give twenty cents on the dollar of what I've got tied up in this damn thing] confident that I could bring it back to showroom condition for "a couple o'

grand." That project took five years and considerably more currency than anticipated. I followed that up with the acquisition of a TR3 [Casper – not the world's nicest TR3, just the most expensive] which put Lucille's cost overrun to shame. Now my TR4 [LaMonte – as in LaMonte, The Shadow, Cranston-not Sanford] is nearing completion, and the numbers indicate another epic economic underestimate.

It started out innocently enough. During a long road trip, Kayson and I passed the time talking about taking advantage of the lessons learned between us on various car projects, and that if we had a chance to learn from our mistakes, we'd not repeat some of our earlier errors. The possibility of actually doing one right and on budget became so seductive, that I succumbed to temptation and decided to try my hand at one last project. How, then, did I go wrong? I listened to Kayson.

He and I were at the DuPage swap meet just after I bought the TR4. He spied a rusty dash board from an early four, and he suggested I buy it to have a spare in case we found anything wrong with mine. It was an innocent enough purchase. I think I paid \$10.00 for it. It yielded up a few things that eventually I would use, but for the most part, it was superfluous. TR4 dashboards don't go really bad, but the idea of "having a spare" triggered some kind of latent hoarder instinct in me. Before I could help it, I found myself seeking out duplicates of parts that I would not actually ever need. The urge to make sure we didn't find ourselves in need of some strange bracket or clamp prompted me to search out parts cars, eBay, Craig's List and whatever other sources would satisfy my increasingly self-consuming addiction. I had become a parts junkie!

The problem first began to manifest itself when we began the assembly process. Our first step was putting the frame back together, and my friend Gary Andriano offered to help install the suspension. Gary is a really nice guy who would never say anything to hurt anyone's feelings, but I could tell that he was becoming vexed when, for example, there were four front upper control arms to choose from. He wryly commented that one would be sufficient, but he prob-

ably didn't realize that he was talking to a parts junkie.

The situation intensified when we took the freshly painted car to the Silver Lake Triumph Centre for its final assembly. Along with the car, I brought a dozen or so crates of parts to Steve Yott's place. As we began to attach various and sundry bits to the car, it became apparent to Steve that often-times there were duplicates of many parts. Like Gary, Steve is a consummate professional who has been involved in restorations of not only his own cars, but those of others. Unlike Gary, Steve does not suffer fools [i.e. me] gladly and feels no compunction to tread lightly when he encounters stupidity. Case in point, when he asked me for the valence support rods, and I presented him with six or so to select from. It may have pushed him over the edge, and he suggested that I do something with the surplus stay rods that would have been anatomically impossible, not to mention most uncomfortable.

What I should also have mentioned, is that in disassembling the car, despite my many Virgo, anal retentive tendencies to bag and tag every part on the car, I have managed to lose several of items made out of "unobtanium." These missing parts, coupled with the duplication of numerous unnecessary ones, have resulted in a tiny modicum of exasperation with me on Steve's part.

My chief spiritual advisor throughout this journey has been Jay "Cannonball" Holekamp. For one thing, Jay owns what may be the best example of an original TR4 anywhere, and he has forgotten more about TR4 originality than I will ever know. Thankfully, he has been most gracious about offering advice and counsel to help me make the restoration correct. [Jay is also a VTR judge, and he has taken voluminous notes about what's incorrect on my car, for my own good [kind of like the Captain played by Strother Martin in "Cool Hand Luke" who presented Luke with a set of chains for his own good.] Besides his vast knowledge of all things TR4, Jay is also the most unflappable humanoid I have ever encountered. In his own very stoic manner, he has frequently reminded me that it will get done. I just hope he's right



ROAMIN' WITH ROMAN



BY ISOA PRESIDENT
ROMAN HRYNEWYCZ

After already completing my monthly newsletter column, I was deeply saddened to learn of Mike Mueller's passing. Many of you know that the ISOA family lost a very beloved member of our organization last month. Mike "Tofus" Mueller will be greatly missed by us all. For those who did not know Mike, let it be said that he was among the most generous members of our group. He was always willing to lend a hand or a part and even the time to deliver these items great distances to rescue a club member in need. Mike epitomized what it meant to be a member of the ISOA, and his devotion to our cars, our club and mostly our membership will sorely be missed. On behalf of everyone in the club, I would like to extend my deepest sympathies and condolences to Diane and to the rest of the Mueller family.

I RECENTLY DISPOSED OF MY DAILY DRIVER of the last 11 years. You may be thinking to yourself that that is a long time to hang on to a car. Yes, it was, considering that I was not real happy with its constant need of repair. I'm not talking about usual maintenance items. This car had some issues in how it was designed and built. For instance, the front end contained not 1 or 2 ball joints per side but 5! These little beauties were not replaceable, so when they went bad, I had to replace an entire control arm, and there were 4 per side. This complex suspension also made it hard on tires. Now, don't get

me wrong; the car did have some good points. It had a comfortable ride, and it handled very well for a station wagon. It had plenty of room to haul Triumph parts such as engines and transmissions. Yes, I drive a station wagon, not because I wanted to, but out of necessity. Really, who wants to drive a wagon?

So, for the past few years, I had been contemplating getting a new car. Since my needs in a vehicle have not changed, I needed to buy another station wagon. I decided on staying with a wagon since I am not a truck person, and I don't care for SUVs or crossovers. I kept my old car because there were no new wagons available that were both affordable and appealing to me. I kept looking through the new car magazines, and every once in a while there was a glimmer of hope that one of the manufacturers would introduce a new wagon model. Alas, with the downturn in the economy, many new car projects were scraped, and the first to see the ax were wagons. It seems that the country that invented this class of automobile has turned its back on them.

Another major reason to hang on to a car as long as I did is that I don't care for the new car buying experience. The sales people are slick and well-practiced. These days they pretend not to be of the old high pressure variety, but they can push deals in other ways. They make their living selling cars while the buyers may not come in for a decade or so. No matter how good of a deal you think you have made, the dealer always gets the better end of the bargain. How else do they maintain those large dealerships and keep so many employed? I'll tell you it is not because they are giving anything away.

Well, a whole host of circumstances came together to force my hand into buying a new car. One of

these was a persistent check engine light, the need for new CV joints, and a turbocharger that had just eaten its main bearing. The car's age and value did not warrant the repairs needed to keep it. After looking at some of the new cars available, I reluctantly went back to the same brand of my old car to get a new one. They did, after all, offer me the most on a trade-in of the old one. I do hope the new machine is more trouble-free than the last. So far, it has impressed me with its ride and handling, which are both improved over the old model. The major difference I need to get used to is that this car has an automatic transmission. I have never owned a car with an automatic before and still feel that the car is driving me instead of the other way around. It also has newer technology such as blue tooth connectivity, an MP3 capable touch screen radio/CD changer plus some other things I have yet to figure out.

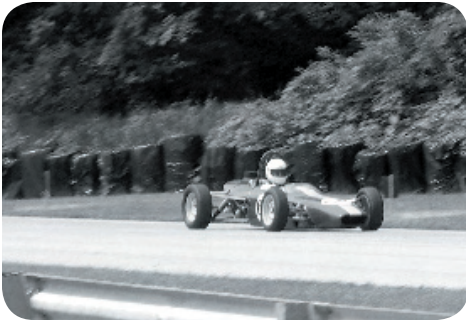
As much as owning that first wagon was a love/hate relationship, there will always be at least one reason why I was happy to have it. It was because of that station wagon that I decided I needed a second car, a sports car to enjoy driving on weekends and other trips. So, it is because of this car that I bought my Triumph and became involved with the best car club in the country.

PS - By the time you read this, Rusty Galore should have won its first 24 hours of LeMons challenge at Gingerman Raceway. In all honesty, no matter what the outcome, I would like to congratulate Mark Fisher and all of the volunteers, ISOA members and non-members alike, who came together to assemble a credible racecar on a budget from a clapped out, unloved TR7. This project like so many others I have seen come together during my tenure with the club, speaks volumes about ISOA, our devotion to the cars, and most importantly, the support between members. This is certainly a very unique community that we have.



A DAY AT THE RACES

TEXT & GRAPHICS BY DAVE KANZLER
AND JACK BILLIMACK



DESPITE THE DIRE WARNINGS OF the previous night's weather forecast, Saturday the 18th of June dawned sunny and clear for the annual ISOA trip to the vintage car races at Blackhawk Farms race track. Arranged by organizer-extraordinaire Jack "Spuds" Billimack, nine ISOA members met at Three Brothers Restaurant in Woodstock for breakfast and rally point for the day's festivities. The parking lot was evenly divided between TR6's (Dave Kanzler, Frank Cartwright, Spuds, Jim Doering) and Spitfires (Joe & Emily Kaplon, Chuck Montague, Rick Paulsen, and Denise Allgaier) and the lone VW of Roger Briggs. We gave a warm welcome to new ISOA member Denise Allgaier in her first official IOSA field trip. Of special note was the attendance (no



doubt inspired by Father's Day sentiment -or guilt?) of the next generation of ISOA members, Jack Kanzler and Emily Kaplon, who seemed to actually enjoy their day away from internet connectivity.

After "fueling up" on the fine fair offered by Three Brothers, Spuds handed out route maps, did the requisite CB checks, and led us on a delightful trek through the northern Illinois countryside. We arrived at the track without any of the many incidents, breakdowns, radiator leaks, electrical malfunctions or other typical misfortunes with which the Triumph gods sometimes plague us.



Others ISOAers at seen Blackhawk were Irv Korey, Dennis Delap, Peter Schoppelry, Ernie Husmann, and Pat Morse. Several others were there later. Note: Pat had planned to race his MGTD, but it didn't make it to the track thanks to a mechanical problem in Wilmette, caused by a driver in an SUV who blew a red light while talking on a cell phone. Pat's need to stop very

quickly caused something in the drive-train to malfunction. Diagnosis to be performed later.



Several TR4s, a TR3 and a Spitfire raced on Saturday and Sunday. It turned out to be a really nice weekend with exciting races. Chuck, Peter and Pat camped at the track on Saturday night and appeared to survive.



Rumpus & Spuds



DRIVE IN MOVIE NIGHT

TEXT & GRAPHICS BY BOB STREEPY



ON FRIDAY, JUNE 24TH, NEARLY FORTY Coventry Irregular first nighters showed up at the venerable Cascade Drive-in theatre in West Chicago to see the debut of **Cars 2** at the club's annual summer drive in movie night. Many of those in attendance met first at nearby Augustino's Rock and Roll Deli for a sandwich before caravanning east on North Avenue for a mile or so to watch the latest flick from Pixar under the stars.



The diner features a plethora of rock and roll memorabilia, along with a life size statue of Jake and Elwood Blues. The walls are festooned with platinum albums from classic rock icons such as Zeplin, Eagles, Hendrix, etc. There are autographed guitars from Slow Hand and playbills and promotional items from famous concerts, etc. The ISOA Triumphs in the lot attracted a great deal



of attention from the patrons who were more accustomed to seeing Muscle cars and street rods than LBCs.

The group of a dozen or so Triumphs adjourned from the diner around 7:30 for what may have been the shortest caravan in club memory. The contingent managed to park in the same vicinity and while away an idle hour or so while the lot at the Cascade filled up with film lovers anxious to see the sequel to the popular animated film. The group set up lawn chairs and formed its own gallery seated in front of the collection of Triumphs.



Once again, the cars attracted quite a bit of attention from the general public, especially from one slightly inebriated patron who managed to tell everybody in attendance about his fantasy of putting a small block into a GT6 ad nausea.

The first film started around nine, and as the evening wore on, many in attendance felt the need to break out the cold weather gear as the temperatures descended into the 50s. While the critics have been generally unkind to the flick, the Triumphistae in particular enjoyed the arcane references to Wentworth Fastners and Lucas electrics.



The nightcap began after 11:00, a tad past the bedtime for some of the ISOAers, although a few night owls stuck around to see the second feature. All in all, the event was a huge success, owing in large part to the film's subject, the venue, the weather, but most of all the camaraderie of club members in attendance.

Suds

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2ND ANNUAL BLONDERHILL HARBOR COUNTRY MICHIGAN EXTRAVAGANZA OR QUIT YER WINE-ING! (NOT!)

TEXT BY MIKE “HANDS” BLONDER
GRAPHICS BY TERRY “WHISTLER” UNDER-
HILL & KIM “LOWER WACKER” JENSEN



ONCE AGAIN THE WEATHER GODS smiled on twenty-five ISOA faithfuls for a busy event on July 9th in Harbor County, Michigan. Cars represented included TR4, TR4A, TR6, TR7, Spitfire and MGB. Fumes arrived ready to celebrate finishing a major plumbing project at his place down the road. Wheelman took advantage of Hands' new garage and tightened down his trailing arm brackets in the hope of stopping a strong shimmy at speed.

Following a light lunch, the group motored down some twisty roads to the wineries south and east. The hosts and guests were unpleasantly surprised that two wineries now charged for their tastings. (Whistler had spoken to the wineries three times, and nothing had been

mentioned to her.) So much for those jokers next year... The Round Barn Winery had the most to offer including wine, beer, hard liquor and live music. Several toasts to Mike 'Toofus' Mueller punctuated the afternoon's wine consumption. Part way through the day, Rick (Spitfire) and Joe K (TR3) switched cars, making Pat Price a very happy camper and Rick a guy with sore arms. The experience could well help Joe increase his Spitfire budget...



This author must admit to recently singing the praises of his new Miata, saying things like, “It drives a lot like the TR4, but dependably and with AC and a stereo you can hear with the top down.” Well, taking DRIVEN 62 on that spirited ride reminded me of what Triumphs are all about. Step on the gas, and it goes real fast, no fuel system mapping here. Let off the gas, and it slows; brake, and it stops. Does it feel like a buck-board, yeah, but as Mr. Yott described the newly rebuild engine he birthed (youch!), she ran ‘like a scalded hog’! All day, no problems. Is the Miata more comfortable, refined? Yup, but sometimes the seat of your pants thrill is all that counts.

Following the tastings, several people checked into hotels while the Guv and Rick Paulson set up their tent city on the side of Hands' house. Chuck's looked like a three room condo! Hands fired up his 'dual Webers' and proceeded to cook up sausages and burgers. The crowd soon re-assembled and settled down to tasty sandwiches and sides, the latter thanks to Pat Price, Whistler, and Sheila Mantel.

Next stop was Weco Beach in nearby Bridgman for ice cream, sunset and taps. One of the two buglers drove an MGB and happily parked among the thirteen ISOA LBC's.

Returning to Blonderhill Manor, a large bonfire was started, using only a wee amount of boy scout water. A few people passed out in their camp chairs (you know who you are) and before long, all the beer was consumed, along with Pat Price's scrumptious chewy chocolate chip cookies. (Watch your back Jeff Rust!) Most folks turned in about midnight, while Rick, the Guv and Joe Kaplon bullshat into the night.

Sunday morning several members breakfasted back at the cottage, enjoying coffee, fruit and tasty coffee cake from the famous Swedish Bakery on Red Arrow Highway. Some folks then went to the show in Kalamazoo, some took in the scenery, and some cruised home.



While Hands didn't put the group to work on his garage this time, I think it could be said that all who visited his BAG (Big Ass Garage) were suitably appreciative. We can all hope that the third annual extravaganza will be as fun as the first two.

Hands



MAD DOGS & ENGLISHMEN TEXT & GRAPHICS BY MARK MOORE



THE MAD DOGS AND ENGLISHMEN Car Show is an event that has been on my radar for quite awhile. After hearing accounts of last year's show from ISOA'ers that attended, I told myself that this year I was going to check it out for myself. What makes this show so unique is that it is held on the grounds of the Gilmore Automotive Museum near Kalamazoo, Michigan. The show not only features an impressive field of fine

British Iron attending the event, but the museum is also open for all to enjoy the over 200 autos on display. As a first time attendee, I was blown away by the quality and variety of cars that the museum houses.

The museum itself is quite unique. Set in rural Michigan farm country, a collection of classic red barns house the automotive treasures on display. Outside between the barns, nearly 300 British autos filled the open spaces. This setting is perfect way to relax and enjoy a day of pure automotive bliss. The farm has enough shade trees and barns to duck into to help keep cool while enjoying all the hot cars.



A number of the ISOA faithful were in attendance, many heading over after enjoying the Blonderhill event on Saturday. As always, we took home more than our share of trophies. So as not to embarrass myself by omissions, I won't try to list the award winners. This show is a great way to enjoy an automotive overload on a quick weekend getaway. I plan to make this an annual event and would encourage everyone to check it out at least once.

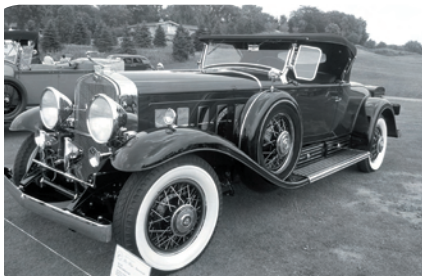
Guzzler



BARRINGTON CONCOURS D'ELEGANCE

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

BARRINGTON CONCOURS D'ELEGANCE BY DAVE "RUMPUS" KANZLER



SO, I'M NOT QUITE SURE HOW MY 74 TR6 and I wound up at the Barrington Concours d'Elegance held at Makray Memorial Golf Club on July 10, 2011. I felt a bit like the Jack Dawson, the Leonardo DeCaprio character in the movie "Titanic," when he gets invited to dine with the "swells" at the captain's table. Except in my case, every one was really nice. While my TR6 can hold its own at the average British car show; surrounded by museum quality Rolls

Royces, Bentleys, Packards, an Allard and some sweet Jags, she was a bit out of her league. When you over hear some of your fellow exhibitors talking, and one of them says, "So Bob, are you bringing your car to Monterey again this



year?" you know that you aren't in at the Downers Grove cruise night anymore. That said, once they handed me my exhibitor badge, I was just as free as a 1937 Cord owner to wander the grounds, drink/eat the complimentary cocktails/dinner and enjoy this



spectacularly organized and elegant show. I wasn't completely alone as ISOA member Larry Kluge also was in attendance with his 1963 TR3B. An event like this is more about the cars than the experience (fantastic as it was), so I'll be uncharacteristically brief and just let the pictures do the talking for me.



Rumpus



August 17th - August 21st 2011



Friday, August 26th
ISOA White TRash Night



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



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



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

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 marque parking area)



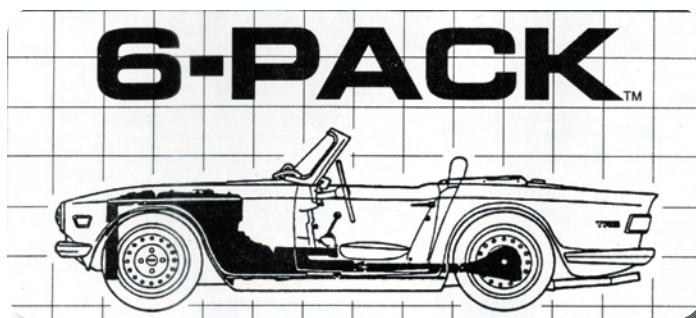
August 28, 2011



August 7
Heartland British Autofest!
East Dubuque, IA



September 11th, 2011
Oakton Community College



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

The Spinal Tappets



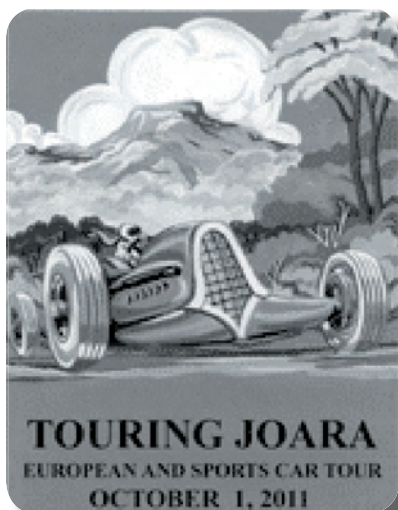
Saturday
September 17, British
Car and Cycle Show



Saturday
September 23-25
Lake Geneva, WI



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



Sports Car Poker Run
Spruce Run, NC



3rd Annual Car Show
Sat., Sept 17
Raceway Woods,
Carpentersville



2nd Annual Rod Blagojevich
"Never Say Die" LeMons Race
Featuring "007-Rusty Galore"
Sat., Oct. 8th



(continued from page 1)

organizers that the car had been formally admitted into the LeMons fraternity. The team of six drivers entered the car in its first competition at Gingerman Raceway in South Haven, Michigan, on July 16th. By June the car was running, but it soon developed a number of "teething" problems, not the least of which was its inability to stop with any certainty. After considerable diagnosis, the team determined that the actual braking surface was less than that of the stock TR7. Tim Mantel, who had fabricated a system based on Cressida rotors and Monte Carlo calipers offered Mark the use of his set up, and eventually most of the brake issues were resolved. After innumerable 10 hour-days by the team of wrenchmen, the car, now sporting a fresh coat of appliance white paint, was taken to Black Hawk Farms for some track testing in early July. In a scene eerily reminiscent of the final road testing of Uncle Jack, the TTA Stag, when the transmission exploded, as Mark wrote in an email. *"Bad news. Car lost power during first conga line session at speed in turn 6. Limped into pit lane, car stalled. Lost all coolant. During pressure test, water coming out of carbs. No compression, cylinders 2 & 3. ...we will need a crew to swap engines between now & Thursday."*



Mark had only a week before the Gingerman race. With no time to spare, he opted to replace the engine with the motor from Mark Costello's TR7. [Costello intended to replace his stock motor with aluminum V8 anyway]. The crew extracted the Costello engine and inserted it into the LeMons car. To further complicate matters, a violent storm knocked out power to Woodstock, and much of the work had to be done by candlelight. The transplant was eventually accomplished with no time to spare for any extensive shakedown.

Mark and the pit crew loaded the car onto a trailer and headed to South Haven, MI, on Thursday. Friday morning they began track testing, and all appeared OK initially. Mark writes, *"The car kept overheating & losing coolant. We found that the soldered seam in the expansion tank was leaking. The crew pulled it out & soldered it. Then we found some hoses leaking slightly. After tightening everything up, we were still overheating when we pushed it hard, losing water. Tim Mantel offered to pick up a radiator cap & thermostat on his way out Fri night, as well as bring the expansion tank off of his TR8."*



The good news of the weekend was that we walked through tech with 0 issues, and received our "Good Enough" tech sticker. All our safety gear also passed tech.

In a similar fashion, we went through cost judging without even opening our books. The head judge declared, "You brought a British Leyland product? say no more..." After which, they spray painted a "Justice" logo on our car, gave us 0 penalty points, and put us in a class with an X/19, a diesel Chevette, and a 4 cylinder Mustang.

Sat. morning we put in the new cap & stat, flushed the system, and warmed it up. It held 180F in the pad-dock. After sorting out communications for the drivers, we strapped Lorrie-Ann into the car. Shortly after, she reported that the car was overheating. The temp would jump between 200° & 230°. When she said that it jumped to 300°F, we brought her in and filled the water. She did a few more laps, and came in because it was hot again.

We added water and tightened everything we could find, including the



intake bolts. Kurt switched into the car and went for some laps. He too reported that the water temp was spiking and then returning to 220°+. His earpiece fell out, and he couldn't hear our call to the pits. We signaled him with the pit board, but there was a puff of white smoke on the front straight, and the car died around turn 2.

Once again, we had coolant in the intake, signaling a blown head gasket. We tried to find one (or even a Saab 900 gasket) in the area, including other teams, auto parts stores, and dealers in several adjacent states. No dice. I think Roman would have pulled the engine himself if there was a chance to make the car go on....



We were as high as 51st out of 65, and 3rd in class. When we left, we were 58th. A heartfelt thank you to everyone who put in their time, treasure, & talent to get this project rolling. My hope is that there will be better conclusions to our efforts in the future. Although the car and safety equipment is sound and up to the task, it felt like we brought a knife to a gun fight. If there is the will amongst the willing, I would like for us to turn this thing into a tactical nuke."

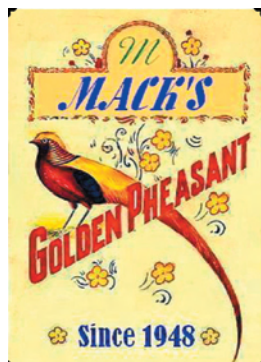
As of this writing, the jury is still out on what to do next, but the team is leaning toward installing a Duratech motor in time for the Joliet race. If that comes to pass, that Chevette had better look out!

Suds

JULY 2011 MEETING NOTES

BY ISOA SECRETARY

PETER CONOVER



IN SPITE OF THE fact that it was a HOLIDAY weekend, attendance was quite good for the July ISOA meeting. Hoping to keep the proceedings shorter than usual, the

meeting was called to order by President Roman Hrynewycz relatively promptly at 7:05 pm. After introducing the rest of the Board members in attendance, Roman welcomed new member Yves Boode and Denise Allgaier's guest to their first ISOA meeting.

Membership chair Tim Buja gave an update, noting that our membership numbers are at an all-time high, and requested that all members check the roster information for accuracy, as a new dashboard membership list will be produced for distribution at the August meeting.

In the ongoing projects segment of the meeting, Bob Streepy reported on the continuing progress of his TR-4, and I reported that my Aston Martin engine now runs and the car has moved under its own power. Steve Haas reported his experiences trying to eradicate the smells from an animal that chose his TR-6 as its new home. Both Matt Krajniak and Dennis Delap reported on progress with frame welding endeavors. Having driven his Stag to the meeting, Joe Pawlak reported on the head work that had taken place to get it to run again. Joe also gave a detailed explanation of why work on his LD2 project was behind schedule: that he was committed (without his prior knowledge) to the noble cause of



helping to refinish the basement of his daughter, Sandy. Ed Krakowiak reported that he has successfully repaired the Super Boomer (see last month's Snic Braaapp), and Tim Buja reported on his work creating a "visible alternator," which he brought to the meeting for anyone interested to look at.

Continuing with project updates, but really a segment in itself, Mark "Silo" Fisher didn't just talk about the many latest efforts on the LeMons "Bondo" car restoration. Rather, he brought along a full-blown slide show/power point presentation to accompany his saga that began with how the idea for the project was born, continued through its development, and ended at the present with a car that is soon to be track-tested for the first time.

Next, Joe Pawlak gave details on his plans for a caravan to the August VTR Convention in Breckenridge, CO. In addition to planned stops at SAC and UP sites near Omaha, Joe was additionally happy to report that the trip would include a stop at the Pueblo, CO, home of members Gloria and Denny Cappetto, who are excited to host the ISOA caravan for an evening.

Joe's caravan update segued into his excellent presentation of Restoration Philosophies, to continue on the topics myself and Bob Streepy had spoken about at previous meetings. Joe focused on the many things to consider while considering

and planning a restoration: Goals, Resource Assessment, and Selection Criteria

In the recap of recent past events, Pat Lobdell and Joe Kaplon reported on the races at Blackhawk Farms, Bob Streepy reported on the British Car Field Day in Sussex, WI, as well as the Drive-In Movie night.

With Jack Billimack out-of-town, Bill Jensen took on the task of reviewing the list of future events. Mark "Guzzler" Moore gave a presentation on the 6-Pack Trials to be held in Galena in September, noting that ISOA Members, even those without 6-cylinder cars, would be automatically welcome to attend.

After a short break, in the items for sale or wanted segment, Joe Kaplon inquired about TR-3 seat springs.

Pete Ballard won this month's raffle (again – having just won in April!).

Since Lee Feder had neglected to bring the Boomer back or even to arrange for its return, he automatically was awarded it again. There were no nominations for the Peter M. Roberts award. Thus, the meeting was adjourned at about 8:45.



Maestro



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. *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* [7/11]

•**For Sale:** 1974 TR-6 for sale. Very good condition. 24 years of garaged TLC. Joe Chandler, 630-325-4490, Hinsdale, IL.[7/11]

•**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 [7/11 - *Not an ISOA member*]

•**For Sale:** 1963 TR4 for sale. Totally restored. Cosmetics mostly done about 12 yrs ago. All mechanicals done since then, motor completely rebuilt 3 yrs ago. Looks very good. Runs better than new. \$11,500 OBO Call Kurt at 847-997-2492 or email redtr4@comcast.net for details and pics. [8/11]

•**For Sale:** TR4 frame/roller with rear suspension and axle. on four wire wheels. TR4 hoods, [2]. Cheap! Bob Streepy trstreep@sbcglobal.net 630/372-7565. [8/11]

•**For Sale:** TR6 red ,new carpeting, recent clutch and tires, rebuilt front and rear suspension, \$3300 OBO Don Sheldon 630 217 9676 mkdcseldon@yahoo.com [8/11]

•**For Sale:** 1975 Triumph Spitfire 1500 (90% restored) with 48,000 miles. Good runner. Rebuilt carb. Fresh valve job. Body refinished in 2009. New top, walnut dash, windshield, moldings, weather-stripping, tripod headlamps, driving lights, trunkliner, and much more! \$6500.00 call 414-427-9680 or 414-429-4083 to drive and make an offer. [*not an ISOA member* 8/11]



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

Ronnie Moon 8/02	Jim Hussey 8/24
Greg Fantozzi 8/05	Phil Beckman 8/25
Thanos Kourliouros 8/09	Terry Underhill 8/25
Dennis Delap 8/10	Arlene Kendzy 8/27
Tom Berger 8/10	Steve Haas 8/27
Marilyn Briggs 8/14	Denny Stock 8/28
Jean Merzon 8/17	John Withrow 8/28
Denny Smalley 8/18	Bill Marscin 8/29
Ken Kendzy 8/23	Greg Reinert 8/31
John Hall 8/24	

New Members

Memberships @ 174 - Members @ 234

Dave and Karin Zink
1838 Cedar St., Jacksonville, IL 62650-2232
W-Him: 217 243-6541 W-Her: 217 243-4648
Email: carsnjazz@gmail.com
59 TR3A, 73 Stag

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

AUGUST 2011



***DIANE AND MIKE MUELLER AT LAKE GENEVA IN 1973 TR6 IN 2008
R.I.P. TOOFUS***