



SNIC

BRAAAPP

SEPTEMBER 2011

Vol. IX Issue No. 471

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

RAVINIA

TEXT BY JACK "SPUDS" BILLIMACK AS TOLD TO BOB STREEPY. GRAPHICS BY THE AUTHOR AND DENISE ALLGAIER



A SIZEABLE NUMBER OF ISOA nobless oblige convened at Casa Korey in Highland Park prior to attending the annual ISOA homage to advanced Western civilization culture otherwise known as the club outing to Ravinia. The event has become a club social high-water mark, with the possible exception of "White TRash" Night, for the Coventry Irregulars since Kim and Bill Jensen proposed we attend several years ago.

The long suffering Mrs. Korey prepared an assortment of delicious hors d'oeuvres - complete with cheeses and vegetables from which we normally abstain due to their wholesome properties, but delectable nevertheless. The munchers included Tim and Sheila Mantel, Mike Blonder and Terry Underhill, Denise Allgaier, Barb and Jack Billimack. Only one Triumph - Denise's Spitfire -

was in attendance at Irv and Vickie's, since the rest of the group opted to drive cars outfitted with A/C. A SNIC BRAAAPP undercover investigative reporter discovered that Hands had driven his new Miata to within one block of Korey's residence with the top up and the A/C on, then stopped to put the top down so he wouldn't look like such a wuss when he and Terry arrived. [Ed Note: such reprehensive behavior will be dully addressed during the Boomer nominating session at the next meeting.] During happy hour, the ever-creative Tim "Gizmo" Mantel demonstrated yet another new use for duct tape when he sealed an open wine bottle for the trip to Ravinia.

Kim and Bill Jensen (Spitfire) went directly to Ravinia after being caught in a major traffic jam on Lake-Cook Rd. Peter Conover had
continued on page 8



INSIDE YOUR SEPTEMBER SNIC BRAAAPP

- Sycamore Cruise Night
- LeMons Update
- Union Transportation Extravaganza
- Stonehenge Visited

Lots More Stuff

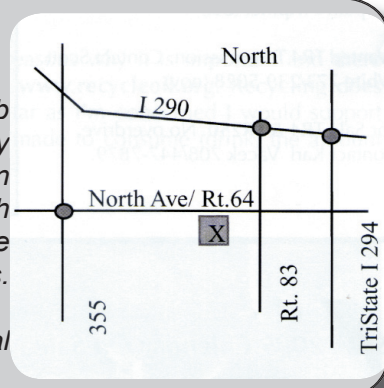




ILLINOIS SPORTS OWNERS ASSOCIATION

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
SEPT.	4TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	10TH	SAT.		21ST BERWYN RTE 66 CAR SHOW. - HTTP://BERWYNRT66.COM
	11TH	SUN.		BRITISH CAR FESTIVAL - OAKTON COMMUNITY COLLEGE, DESPLAINES
	17TH	SAT.		ALL BRITISH CAR AND CYCLE 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
	25TH	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 <u>WITH SPECIAL GUEST PETER M. ROBERTS!!!</u>
	8TH	SAT.-SUN.		SHOWROOM SCHLOCK LEMONS RACE, FEATURING TR 007 "RUSTY GALORE"
				AUTOBAHN COUNTRY CLUB, JOLIET, IL
	29TH	SAT.	7:00 PM	KONOPKA'S HALLOWEEN SPOOKTACULAR, 23 N. MAPLE, MT. PROSPECT
NOV.	6TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA	SAT.	8:00 AM	CLINIC TBA
DEC.	4TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	4TH	SUN.	TBA	2011 ISOA GO KART CHALLENGE III

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 may not appear until the following issue. Technical material is provided for reference purposes only and should be utilized advisedly. 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, Nick Costello, Mark Fisher, Roman Hrynewycz, and Mark Moore

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A LITTLE BS FROM BS NEWS AND VIEWS FROM THE BUSTED KNUCKLE GARAGE



BY SNIC BRAAAP EDITOR BOB STREEPY

SO THERE I WAS, JUST NODDING off in the old Lazyboy after a little yard work the other day. The Cubs assisted in helping me doze off by sleepwalking to their 5th straight loss, while the mind numbing hum of the air conditioner helped me slip into the embrace of Morpheus. The temperature was 90° plus with heat indices well north of triple digits when the phone rang. The caller ID indicated that it was probably not going to be good news, since the caller was none other than my dear old Aunt Wanda. Aunt Wanda, who recently joined the ranks of the nonagenarians, is best known among friends and family for her uncanny ability to predict the future by reading coffee grounds as well as going from zero to hysterical faster than Big Daddy Don Garlits ever covered the ¼ mile in the Swamp Rat.

Aunt Wanda, with a little prodding from the DMV, had reluctantly opted to hang up her car keys for good and was in the process of liquidating her rolling stock, which consisted of a late 80s K-car with only 58,000 original miles. The car was immediately recognizable by virtue of its Earl Scheib, faded, grape-hued finish with an incredible "patina," tinged with the unmistakable burnt orange indicative of terminal oxidation - a distinctive shade not unknown to Triumph owners.

Aunt Wanda had received numerous inquiries to purchase the car from various and sundry questionable characters, but all of the

offers had been "shakey" at best. [EG, I'll take it off your hands for \$200.00, but I'll have to pay it off over time. Will you take a third-party, post-dated check from the Third National Bank of Nigeria for the down payment and the rest after my ex is paroled and pays his six years retroactive alimony and child support?]

On this particular afternoon, the third cousin of her maintenance man had expressed an interest in buying the car for his neighbor's daughter and had offered the princely sum of \$250, to which Aunt Wanda had immediately acquiesced. However, upon startup, something this car had never failed to do over the last twenty years, the unmistakable aroma of fresh petrol was immediately evident, and a pool of gas appeared as if someone had turned on a spigot underneath the car. Clearly, something was amiss and who better to call than the nephew who is a "car guy."

Before heading to her two flat in the city, I stopped along the way to pick up a bag of oil dri. The venerable old girls, both the car and Aunt Wanda, were waiting for me in the lot when I arrived. I started the car and was immediately confronted with a gas leak of Exxon-Valdiz proportions. I immediately switched to full Hazmat mode and spread a bag of the Triumph owner's friend to soak up the spillage.

As I suspected, a fuel line was completely rusted through. [At least now it matched the rocker panels.] The lines ran on the opposite side of the exhaust, so I decided to take a chance and drive the car back to my place for a closer inspection in hopes that perhaps a modestly priced, but still safe, repair could be accomplished. As I headed home, I could literally see the gas gauge plummet. I stayed in the right lane to try to prevent detonating an untoward explosion as a result of some careless smoker who decided to toss a lit butt my way. On the way, I called my old buddy Vinnie "the Ratchet" to inquire

as to any inexpensive remedies for the situation. As I suspected, his solution was to replace the oxidized line with a piece of soft fuel line.

Unfortunately, a closer investigation showed that the entire line [actually lines, since it was injected] was shot. A proper repair was not economically feasible, and even a quick and dirty repair would leave the safety of the car [not to mention its occupants] seriously compromised. Vinnie did block off the return line which stopped the leak temporarily, but this fix would eventually cause the car to run too rich for its own good. At this point, I decided to contact an auto recycling center, i.e. junk yard and was pleasantly surprised that they would actually pay for a running car with a title. Next stop - Victory Auto Wreckers.

As I drove the old beater to the salvage yard, I felt a twinge of emotional anguish reminiscent of taking my beloved old dog to the vet for the final time. The idea of taking a strong running car that had served its owner faithfully for more than twenty years to the crusher was somewhat distressing. After all, with a little time and material, the old K car could have its life extended a few years, and it seemed heartless to turn it over to some burly, cigar chomping mercenary who was going to crush it.

Then I thought about the many K cars that might receive a new lease on life courtesy of Aunt Wanda's old clunker, and I realized that I had made the right decision - especially after he handed me three greasy hundred dollar bills.

Aunt Wanda agreed and then offered to place a bet for me as she headed off to the boat with her unexpected windfall. While Aunt Wanda may have her shortcomings, excessive sentimentality is certainly not among them.

Suds



ROAMIN' WITH ROMAN

BY ISOA PRESIDENT ROMAN HRYNEWYCZ

AS I PEN THIS MONTH'S musings, I am feeling a bit anxious. What is making me so full of angst you may ask? While I bang this out on my keyboard, I am only one week away from my departure for Breckenridge, CO and the VTR 2011 National Convention. Now to be honest, I get anxious before big trips of any kind. This one somehow seems just a bit different. I have traveled long distances in my TR6 before with nary an issue. However, the last junket was several years ago, and as we all know, time marches on, and our Triumphs aren't getting any younger. These cars seem to be in constant need of maintenance, and this year has been no exception for my '74 TR6.

A few weeks ago, I diagnosed a bad u-joint in my drive shaft. Since I knew I was going to Colorado, I decided to do something about it. This proved to be the proverbial opening of a can of worms. I tried to remove the drive shaft according to the Bentley manual, but that proved to be impossible. The book was written before the use of the J Type

overdrive in the TR6, so in order to extricate the reluctant driveshaft, I had to remove the differential. That was when I discovered the broken differential mounting point on the frame. My heart sank. I was at a loss as to what to do, since I do not have a welder nor do I know how to weld very well. I made some calls to get some help. ISOA to the rescue! I enlisted the assistance of Jay Holekamp and Frank Cartwright. Jay brought his welder to my garage where my TR was perched on jack stands. He adroitly repaired the frame. He also added some extra bracing to this well-known weak point. Frank replaced both the u-joints, and the driveshaft was ready to reinstall. That is how everything would have gone if this was not a TR we were working on. The u-joints proved to be troublesome, so this little project took the whole day and reassembly would have to wait. My deepest thanks go to Jay and Frank for getting me out of this jam. I also took the opportunity to take the differential to Steve Yott, so that all of the seals could be replaced. Maybe now the oil will stay inside the housing instead of on the exterior.

You may be thinking, "What's wrong? It sounds like you are taking care of all of your issues."

This might be true, but in my mind, I am worrying about what else could be wrong. Let me elaborate. My car had not been running well as of late. It had

developed a peculiar miss-fire while accelerating, so I replaced all of the ignition parts and reset the points and timing. However, the miss did not go away. Lastly, I reset the mixture of the carburetors and that did result in an improvement. Now while all of this is fine, I still have this nagging feeling that I forgot something, and there is more to do. My biggest concern is not that my car can't go the distance; I know it can. What worries me is the altitude in Colorado. The Breckenridge resort is 9000 feet above sea level, and I have never driven a carbureted car at that altitude. I'm not sure what to expect. I have heard all sorts of horror stories about cars needing constant adjustments to deal with the changes in elevation, and the lack of power and on and on. Then, there is always the worry of overheating. Since I have owned my TR6, it has never overheated, but it does run on the warm side, so I am concerned about that.

For me, the worrying will subside once I am on the road, but it won't go away completely until I am back home. Hopefully, all will go well. Our caravan will make it there and back safely, and we all have a great time at the convention. If perchance something does go awry, and I am not at the next meeting, "Send Flatbeds, Parts and Money!"

Junior

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

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

THE ADVENTURE AT STONEHENGE

TEXT BY NICK COSTELLO
GRAPHIC BY CORI COSTELLO

IT WAS A BRIGHT AND BEAUTIFUL SUNDAY morning as my family and I strolled down the busy streets of Twickenham, England. Today was the day we would visit the famous Stonehenge. Excitement rushed through my body as we entered the train station. We quickly got our tickets and walked down the stairs that led to the trains. When the trains finally became visible, we caught a glimpse of our train leaving the station. At first, I felt a little disappointed, but I soon realized that this gave us time to eat some breakfast. So for the next twenty minutes, we chowed down on a feast of blueberry muffins and apples. Sure enough, the next train came right on time, and we were on our way.

The train ride was short, and we arrived at Waterloo at 11:30. We then boarded another train and arrived at Piccadilly Circus at around 11:30. It turned out that our dad's watch had broken down, and it would only work for a short period of time after he continuously hit it, kind of like our British cars. As we walked down the streets of Piccadilly Circus, we were very cautious because it was extremely busy and no, not the same busy as Twickenham. If we expressed busy through British car conventions, Twickenham's would consist of 2 cracked windshields, 5 broken radios, and a dented bumper. While Piccadilly Circus would have at least 34 complete engine failures, 13 broken transmissions, and 22 gear shifters that snapped because the driver thought the car could "go to 11", if you get what I mean. Anyway, we took a short walk to the tour buses that would drive us to Stonehenge. As we approached the buses, we were told that we had 45 minutes until we would depart 45 minutes in the center of London with nothing to do. So we



did what every great man or woman does at some point in his or her life, eat! We went to the nearest restaurant called Garfunkel's. I thought it would be pretty cool to open a place next to it called Simon, so when tourists asked where their tour started, I could casually tell them it started right next to Simon and Garfunkel's. I had a feeling people might look at me like I was crazy or something, but crazy never hurt anyone, oh..... well maybe once or twice, but I guess it's still something to shoot for. We walked into Garfunkel's and ordered a couple of small meals just to settle our growling stomachs, and then we hopped onto our tour bus.

The tour bus was crowded, but we managed to snag five seats, and we arrived at Stonehenge a few hours later. Oh wait. That's what we thought would happen. Instead, we got kicked off the bus because they overbooked. To make things worse, we had to wait outside in the rain for another bus to pick us up while everyone else was enjoying a dry, cozy ride to Stonehenge. Life can really suck sometimes. After about 15 minutes of standing in the streets of London, a bus came and picked

us up. We had finally started the long drive to Stonehenge.

This two hour drive consisted mainly of sleeping. I fell asleep about half way through the ride, and when I awoke, we had arrived. Everyone quickly unloaded from the bus, took a quick bathroom break, and then we began the tour. The tour started by giving everyone these walkie-talkie looking devices that informed us about the unique features, placement, and purpose of Stonehenge. After receiving the devices, we walked through a dim lighted tunnel that led us straight to Stonehenge. The first thought that came into my head as I saw amazing creation before me was, "Where are all the dancing midgets???" Apparently, "Spinal Tap" was not an accurate portrayal of Stonehenge. We spent the next hours taking pictures in our Spinal Tappets shirts, learning about the history of Stonehenge and just staring in amazement. My sister Bailey said, "Pictures don't capture the essence of Stonehenge; you have to be there to truly experience it." She was 100% right.

Nick



SYCAMORE CRUISE NIGHT

TEXT BY JACK "SPUDS" BILLIMACK
[AS TOLD TO BOB STREEPY]

GRAPHICS BY THE AUTHOR AND PETER CONOVER

AN ASSEMBLAGE OF COVENTRY Irregulars gathered at stately Pawlak Manor in bucolic Hampshire prior to caravanning the short distance to Sycamore to attend the annual cruise night held off the square in the county seat of DeKalb County on Saturday afternoon, July 30th. The ISOAers who gathered at Joe and Kathy's included: Kim & Bill Jensen (Spitfire 1500), Chuck Montague (Spitfire 1500), Roman Hrynewycz (TR6), Frank Cartwright (TR6), Tom Morgan (TR6), Pat & Elizabeth Morgan (Miata), Joe (Spitfire Mk II) & Kathy (Stag), Jack Billimack (TR4A).



Joe led a spirited drive along some curvy back roads from his house to the show area in downtown Sycamore. Jon Snyder (TR6) had arrived earlier and had blocked out an area for the ISOAers so they



could all park together in one spot. Jenny Pawlak (TR7 Spider) came later, followed by Jerry Kasper (TR7 with V8 engine). Peter Conover, who had to work at Ravinia earlier in the day, showed up later with his Aston Martin. He parked the recently completed show car separately since the lot was full by the time he arrived. His beautiful car attracted considerable attention, even from the predominantly Detroit Iron aficionados.



The show was comprised mostly of muscle cars with some antique American cars. Nevertheless, the Triumphs [and Peter's Aston!]

drew considerable attention and questions from the attendees. The club might have even picked up a couple of new

DeKalb County members who own Triumphs but weren't aware of ISOA.

The event offered food and ice cream booths, plus there was even a band. Best of all, beer and other adult beverages were available. The group of ISOAers took advantage of these offerings to prevent dehydration on the very warm evening.

The group began its exodus about 8:00, although Spuds' departure was slightly delayed by the advent of an electrical problem [there's a news-flash!] with his taillights. However, as a master Lucas problem solver, he was able to correct the malfunction by expertly juggling wires until the lights became operational, at least for the time being.



All in all, the evening turned out to be a pleasant experience, and those in attendance agreed that the event was well worth their while.

Spuds





continued from page 1

already roped off a spot for the group, and the Jensen's fought off other festival-goers to keep it exclusively for ISOA parking until the group arrived. Joe and Emily Kaplon (TR-3) and Tedean and Adrian LaTrace also went directly to Ravinia.

As the Coventry Irregulars enjoyed the music, they shared foodstuffs and also provided one another with ample amounts of suitable hydrations due to the extremely

warm weather. Fortunately, these preventative measures enabled all of them to survive, although in some cases just barely.

As anticipated, the program was first-rate. It featured the CSO playing Tchaikovsky's Symphony No. 6 in B Minor, OP.74 and 1812 Festival Overture, Op. 49 with real cannons. Some suspected that it might have been the first time real cannons were ever fired in Highland Park. The spectators were also treated to Violin Concerto in D Major, Op. 35 played by violinist Miriam Fried. Although



no Spinal Tappets, the ISOAers all agreed that the concert was first-rate.



After several bottles of wine, Adrian opted to entertain the group with his "cork trick" which we're told happens only after at least two bottles of wine have been consumed. This feat must be seen in order to be believed and contributed to the overall "good time was had by all" evening.

Spuds

UNION



TEXT AND GRAPHICS BY
MARK "GUZZLER" MOORE

THE ILLINOIS RAILWAY MUSEUM in Union, Illinois hosted its 21st annual Vintage Transport Extravaganza on August 7th. I've known of this event for years and always wanted to attend, however, I've never found the time. This year I finally made it. I have to say it's a great way to spend a Sunday, as the museum plays host to just about anything that rolls. Cars, trucks, trains, buses, and trolleys, you name it; if it's a form of land transportation, they

have it. American iron dominates the car show, but there's a nice mix of other special interest cars, too. The Model A club was out in force, 50's era cars were well represented, and of course, there were muscle cars.

Everyone was relaxed, and most were there to enjoy themselves and the exhibits. There are no trophies or voting, but the attendees did receive dash plaques. This makes for a more laid back atmosphere, since the trophy hunters weren't out hawking for votes. The trains were running, and everyone entering a show car got a free ticket to take a half hour ride. This was a great deal (I saw a Dodge Dart loaded down with about 7 passengers). Pre-registration is only \$5 and day of the event is \$10, so the participants get a train ride practically free. In addition to the train ride, there are free trolley rides to take people to the far end of the grounds where there are even more cars to see.

In addition to the cars on display and the train rides, all of the museum displays are open. Spectators may wander through the barns and enjoy the vintage train engines and cars. There was even a Dixieland Jazz Band entertaining throughout the day. The museum also has some old trains outside waiting to be restored. Some are so far gone that they will most likely never be brought back, but they are still interesting to look at. All in all, I would have to say that it would be hard to find a better time for \$10 a carload. I wonder how many I could fit into my TR4?



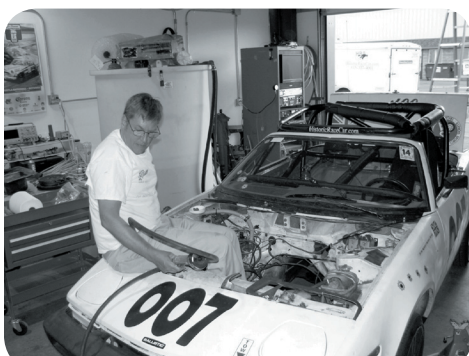
Guzzler

LEMONS UPDATE



BY MARK "SILO" FISHER

IT WAS LIKE THE OPENING SCENE of "The Hangover." I turned on the lights to the shop and slowly surveyed the wreckage.... Bins of spares strewn about, drain pans full of suspicious fluids from the darker end of the spectrum, the carefully organized tool racks bare, and a pair of surprisingly decent looking, but unusable TR7s staring forlornly at each other in the center of the room. The Bondo car had a blown engine, Mark Costello's car had no engine, and another blown was engine on the floor. I listened hard for the sound of a crying baby or a Bengal tiger, but luckily that was not in the cards.



Like the morning after the night before, I lamely promised that I would never do THAT again, then quickly amended my promise to something a little more attainable. I committed to leave the lights off in there for a week and go home every night after work and do stuff with the kids. For the week after the Ginger-man 24 Hours of LeMons race, I did not go any further from my office than the coffee maker.

Mike Blonder was kind enough to spend a day at my shop mopping up all the car puke and putting everything back in place. We triaged the engines and were able to pull one of the cylinder heads with some trick tools from Yves and the old Rope Trick. I took the radiator from the race car to Revcore, where they stress tested it and found it unusable. Although it was a contributor to the overheating, Joe Pawlak believes the head gaskets were toast before we ever pushed the engines hard.



I outlined our options to the group. With the home town event coming up in early October, our choices are:

- •Put together a reliable TR7 engine in time for the race
- •Find a Rover V8 to put in place of the slant 4
- •Retrofit a Ford Duratec 2L & Trans that I have on hand
- •Skip the October race & set our sights on 2012

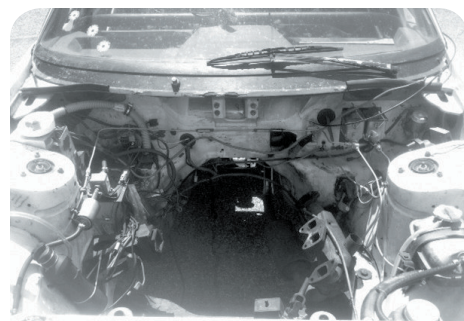
With some measuring, debate, and a sober listing of the time required, we traded the pipe dream of endless HP and reliability for a more realistic goal. We called Evil Bert and begged him to make us a deal on the racing crate motor he had in storage. Once again, he took pity on our fledgling race team and gave us a crazy deal. I think his exact words were, "Oh the joys of maintaining a race car."

Lest you think this is a slam dunk, it was a crate motor in the sense

that when he picked it up, it was in a crate that said SAAB on the side. It was most definitely used and looks as if it was either being put together or taken apart. It is a long block with the cylinder head off and no cam. We all had our fingers crossed that it wasn't a used grenade.

That said, it appears that whomever he bought it from was in the process of turning it into an honest-engine racing lump and it had many of the go-fast steps done to it (pop-up pistons .030" over, fire rings in the block, ported cylinder head). Then it sat for a long time. We have disassembled the race motor to its core, and it looks useable.

We will clean everything, treat it to new rings, studs, gaskets, and put it back together. We think it is around 11:1 compression. The only thing we are missing to make it a real powerhouse is a better than stock cam. I believe we can make this thing finish respectably in Joliet.

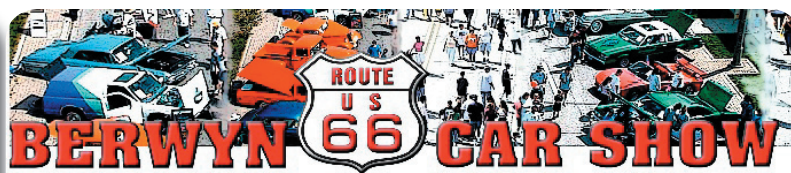


A ton of ISOA members put immense amounts of effort into this project, especially when things went sideways. Thank you to everyone who stepped up. Special thanks to Chuck Montague and Frank Cartwright for all the long hours they cheerfully donated and to Mark Costello for letting us steal the engine from his car without the slightest protest (he even delivered his car to the slaughter). ISOA is the greatest car club in the world.

Silo



September 11th, 2011
Oakton Community College



- 21st show! .T-- September 10th.
- Located on Rt. 66 in Berwyn, (it's called Ogden Avenue now) between Oak Park and Ridgeland.
 - Spectators are welcome and admission is FREE. Gates open at 7am and the show continues until after the awards ceremony, usually around 4:30.
 - Show cars enter at Oak Park and Ogden and go right into registration.
 - Registration begins at 7:00 AM and shuts down at 10:00 AM.
 - Judging begins at 10:01am. The show continues until just after the awards ceremony, usually around 4:30.
 - Pre-registration fee is \$30, register online or at the Berwyn Development Corp. by 4:30 September 2nd.. Registration after September 2nd and at the gate is \$40.
 - Split-the-Pot cash raffle.
 - Awards will be presented upon completion of the judging.
 - For additional information contact the Berwyn Development Corp. 708-788-8100 during the daytime or use the Q/A form in this web site



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



Showroom-Schlock Shootout LeMons Race
Autobahn Country Club, Joliet, IL, Oct. 8-9
Featuring "007-Rusty Galore"



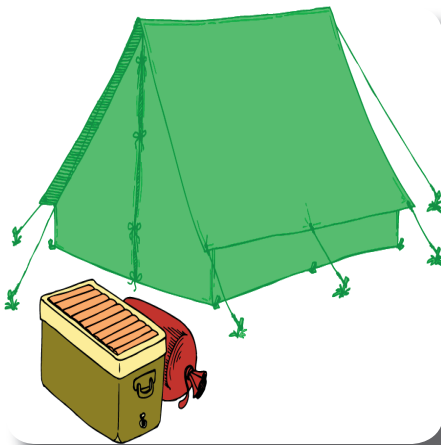
September 17, British Car
and Cycle Show



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



Saturday
September 23-25
Lake Geneva, WI



THE ANNUAL ISOA LATE OCTOBER
KANSASVILLE, WISCONSIN, COLORADO
TOUR AND CAMPOUT/MOTELIN.

When: Sept 30-Oct. 2
[Friday - Sunday]

Where: Kim & Judy Casper's country
estate near Kansasville, WI. – Just west
of Kenosha/Racine – minutes from the
IL / WI border.

Directions from I-94:

- North on I-94 into Wisconsin
- West on County Rt. KR (the Kenosha/Racine County Line) ahead on Schroeder Road
- Right (North) at "T" onto Wisconsin 75 (Beaumont Ave.)
- Left after about 2 miles into Casper's driveway. (One brick pillar, Asphalt paving. Can't see house from road).

Directions from Illinois Rt. 83

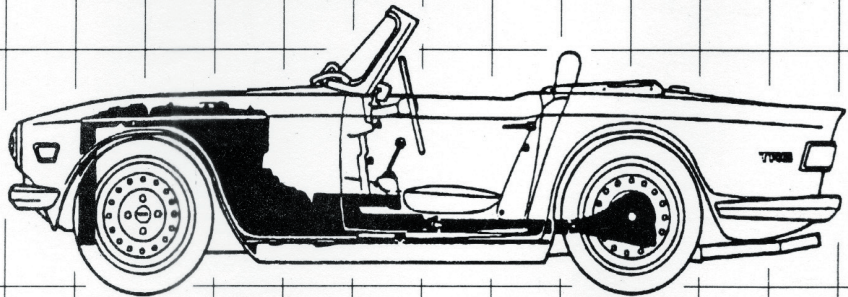
- North into Wisconsin.
- Rt. 83 turns into Wisconsin Rt. 75.
- Follow above directions when north of County Rt. KR.

RSVP & Contact info:

Kim Casper
1810 S. Beaumont Ave.,
Kansasville, WI 53139-9512
Home Phone: 262.878.2337;
Cell Phone: 262.939.5463

E-mail: kimcasper@wi.rr.com
[If you don't want to camp, contact Kim
about local motels.]

6-PACK™



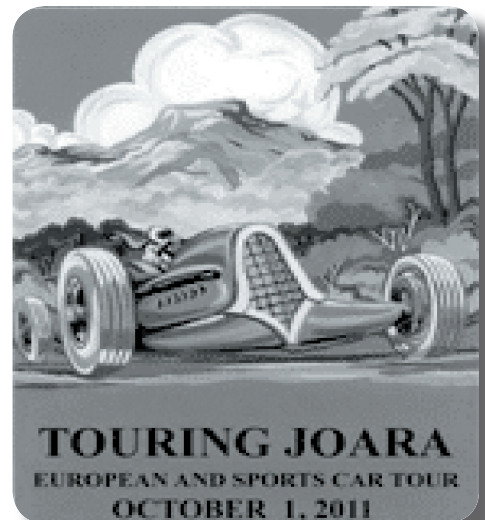
2011 TRials

September 22nd - 25th, 2011, Galena, IL
With Special Guest Performance by ISOA's



ISOA Halloween
Spooktacular

Sat., Oct. 29th 7:00 PM
Mike & Trish Konopka's
23 N. Maple, Mt. Prospect
RSVP 847/222-1029



Sports Car Poker Run
along the Blue Ridge Parkway

Dear Editor,



It appears that I shall be seeking employment, and I saw your advertisement for an associate editor in a past issue of your excellent newsletter. As you may know, I have extensive experience in editing. In fact, my resume would seem to indicate that I would be the ideal candidate for a position at Snik Barf. Like you, I have absolutely no journalistic ethics whatsoever, and I never let a little thing like the truth interfere with what I perceive might be a good story; i.e. one that is salacious, scandalous, lurid, and generally disreputable. Depending on the length of my incarceration, I could start immediately upon my release, and salary is not a high priority – I can easily live off the kickbacks I get from high ranking officials in ISOA who may want me to keep their private matters out of the newsletter. [I'm certain that Korey alone should be worth several hundred quid per month.]

Should you require any reference, my previous employer will gladly provide you with a long list of my achievements, if he can remember. As long as he realizes that your journal has a great deal in common with those already in his publishing empire, I'm sure he will happily cooperate.

Best Regards,
R. B.



Dear Becky,

*While we would consider it a feather in our cap to acquire the services of a professional journalist, especially one with your most impressive credentials, the editorial board at **SNIC BRAAAP** has decided that it must reluctantly reject your employment application. While it is widely recognized throughout the publishing fraternity that we have no standards whatsoever, we do feel that our complete lack of ethics is on considerably higher moral ground than anything your experiences have indicated. While both of us exhibit a certain degree of "moral flexibility" when it comes to our publications, we at S/B draw the line at hacking the voice mails of deceased adolescent murder victims. Besides, we are quite certain that you may not be available for some time, at least if there is any justice left in the UK judicial system.*

Ed

PS - If you do get out, we suggest you contact the MG club newsletter editor. Based on what we've seen in their publication, you two would make a nice fit.



2011 ISOA BOARD OF DIRECTORS

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jholekamp@sbcglobal.net

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Publisher

BCU Mike Blonder*
Reps Terri Underhill

*past president

Shoe



AUGUST 2011 MEETING NOTES



BY ISOA SECRETARY
PETER CONOVER

THE AUGUST MEETING OF ISOA WAS called to order by President Roman Hrynewycz at 7:10 pm. After introducing the current Board members in attendance, Roman welcomed new members Dave Gurnik (who is looking for a TR-6) and John and Kris Hall (the original owners of a '76 TR-6). We were also introduced to Anya Hazel Denniger, who at 11 weeks was attending her very first ISOA meeting accompanied by her Mom, Sandy Denniger, and proud grandparents, Joe and Kathy Pawlak.

Bob Streepy gave a heartfelt reflection on Mike "Toofus" Mueller, who passed away on July 7 and his many contributions to the Club over many years. In addition to his known roles in the club, particularly in assisting the organization of VTR '05 in Rockford, many of Mike's other significant contributions were done quietly behind the scenes. He will be missed and ideas are being discussed on how best to memorialize Mike.

Roman then announced to the Club that Ed Krakowiak would be coordinating Peter M. Roberts' visit to the ISOA meeting in October. Ed gave an amusing account on how he initially got in contact with Roberts, and the subsequent conversations that led to inviting him to participate

in one of our monthly meetings.

In the ongoing project segment of the meeting, I got things starting by outlining the latest progress on my Aston Martin which led to the car being proudly displayed that evening in the parking lot. In contrast, Bob Streepy related recent issues with the ignition switch and carburetor parts on his TR-4, which contributed toward Steve Yott describing the previous Saturday's activities to Jay Holekamp as the "worst day of my life." Such is the experience of major restoration projects. Lee Feder spoke on his continued progress tearing apart his TR-6, while Mike Konopka related how the acquisition of an overdrive transmission for his TR-6 led to the rebuilding of his rear trailing, which in turn likely led to some shimmy problems encountered on the drive to and from the Blonderhill event. Continuing with project updates, Joe Pawlak spoke on behalf of the LeMons "Bondo" car restoration team. After some heartbreaking setbacks at the Gingerman Raceway, Joe has since autopsied both of the failed engines and checked out a 3rd, the potential replacement for the car.

In the recap of recent past events, Trish Konopka reported first on the Blonderhill weekend event, in which a great time was had by all of the participants (except perhaps herself, since she wasn't feeling well, a condition no doubt not helped by the aforementioned shimmy in Mike's car). Mark Moore reported on the Mad Dogs and Englishman show in Kalamazoo, MI, where a number of ISOA cars won awards. Tim Mantel gave an entertaining take on the LeMons event at Gingerman Raceway in South Haven, MI, where the "Bondo" car attempted to compete. Mark Moore also spoke about the annual Vintage Transport Extravaganza which he had attended earlier in the day. Lastly, Kim Jensen spoke on this year's recent ISOA evening at

Ravinia, which attracted 15 attendees who met for drinks and snacks at Irv and Vickie Korey's home in Highland Park before heading off to Ravinia for an evening of Tchaikovsky performed by the Chicago Symphony.

As usual, Jack Billimack ran through the substantial list of future events. In addition, Mark "Guzzler" Moore gave an update on the 6-Pack Trials to be held in Galena in September, and Trish Konopka announced a party to be held at their home just before Halloween.

Jay Holekamp won this month's raffle drawn by Bill Jensen.

Roman nominated Jay Holekamp and Frank Cartwright for this month's Peter M. Roberts award for welding Roman's diff mounts and installing driveshaft U-joints. Dennis Hill also nominated Frank for bringing over his timing light, and Bob Streepy nominated Roman for machining a carb fitting (after the purchased one came with the wrong threads). In typical ISOA-style, Jay and Frank both won with a tie vote.

As Boomer nominations were seemingly hard to come by, Ed Krakowiak attempted to prime the pump by relating a woeful tale of T-shirt purchases on his family vacation. Dennis Delap then nominated Standard Triumph and supported his case by displaying the shoddy manufacture of the seatbelt mount that he discovered within the superstructure of his car. Taking into account the slim pickings, this month's Boomer award went to Standard Triumph. The meeting was adjourned at about 8:50.



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.*

•**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 [7/11-not an ISOA member]

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

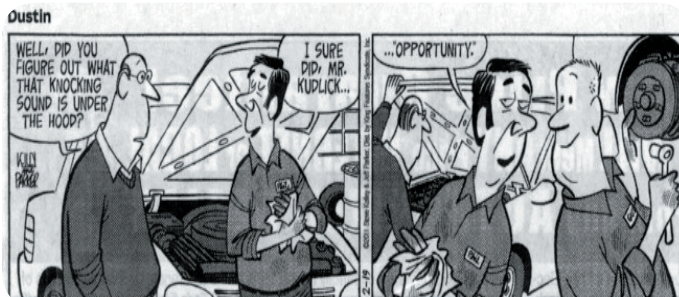
•**For Sale:** 1976 Spitfire! Green with tan interior. Good driver. Always maintained and garaged. Located in Bolingbrook Best offer over \$2500.00 cantercall@gmail.com [7/11- not an ISOA member]

•**For Sale:** TR4 frame/roller with rear suspension and axle on four wire wheels. 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. [8/11-not an ISOA member]

•**For Sale:** 1949 Triumph 2000 Razor Edge Saloon. Extremely rare. Runs well. For further details, photos, etc, call Bill Pyle cell ph. 630/846-4806. res. ph 630/773-4806. [9/11]

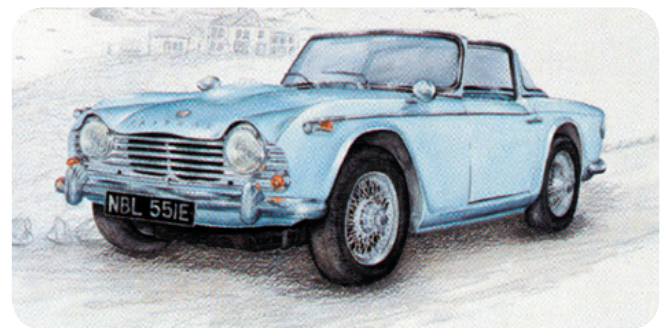


Get a free birthday drink if you attend the general meeting (birthday must be on file with membership-chair)

Ann Buja 9/01
Jenny Pawlak 9/04
Jim Thing 9/06
Denise Ballard 9/09
Ruben Luna 9/09
Joe Felix 9/09
Stan Smith 9/13
Yves Boode 9/13
Mike Blonder 9/16
Kathy Swanson 9/17
Jim Billimack 9/18

Sheri Pyle 9/19
Paul Johnson 9/20
Steve Yott 9/23
Roman Hrynewycz 9/23
Bill Pyle 9/23
Pete Eckstein 9/23
Nancy Grumbos 9/24
Paul Kurtzner 9/25
Mike Marr 9/25
Rosemary Sedlak 9/28
Kathy Mitchell 9/30

**Current ISOA Membership Counts:
Membership@ 174 - Members@ 234**



COMING IN YOUR OCTOBER **SNIC BRAAAP®**

- BCU
- Orphan Car Show
- VTR
- White TRash Night
- Rumpus displays more than his TR6 at a car show

Lots More Stuff



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

SEPTEMBER 2011



MIKE "WHEELMAN" & TRISH KONOPKA IN 1974 TR6 AT BLONDERHILL FEST I
HARBERT, MI - 2010