



SNIC

BRAAAPP

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SPECIAL FALL COLOUR ISSUE

Vol. IX Issue No. 472

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

BRITISH CAR UNION 25TH ANNUAL CAR SHOW

TEXT & GRAPHICS BY BOB "SUDS" STREEPY



MORE THAN FIVE HUNDRED ANGLOMOBILES GATHERED on the grounds of Oakton Community College to celebrate the silver anniversary of the Midwest's largest British car show. The British Car Union held its first such event 25 years ago on the grounds of Danada Farms in Wheaton and has since hosted the event at Oakton, Moraine Valley Community College and most recently back again at Oakton. Next year, due to construction at Oakton, the event will move to the campus of Harper Community College in Palatine.

As one might expect after a quarter of century's practice, the event was well organized, and all of the aspects that can complicate a car show, i.e. registration, marshaling, awards, etc.



came off without a hitch. The organizers even managed to provide spectacular weather in honor of their "Big Two Five." Things began "officially" at 9:00 AM, but unlike other venues, the early birds were welcomed and provided with registration materials without having to wait until the exact stroke of nine.

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INSIDE YOUR OCTOBER

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- The Naked Truth: Rumpus displays more than his TR6 at a car show!
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- Lots More Stuff



TEXT BY BOB STREEPY

GRAPHICS BY THE AUTHOR AND
DENISE ALLGAIER

ON A "CHAMBER OF COMMERCE" Sunday, August 21st, nearly twenty ISOA Triumphs were on display at the 21st annual Orphan Auto Show/Picnic held at the Kendall



County Fairgrounds near Yorkville. British cars were chosen as the featured marque this year, and all vehicles with their ancestral roots in Merrie Olde England were exhibited in the pavilion of the fairgrounds. While a dozen and half Coventry



Irregulars parked their Triumphs in the place of prominence, unlike previous years, the octagonal badged entries from Abington outnumbered us by a wide margin. Aside from the MGs, there was an "E" type Jag and Murray Bruskin's Alpine, but few other LBCs were in attendance. In fact, many of us were underwhelmed



at the number of cars that showed up this year. This event has always drawn strong numbers of unusual cars, but for whatever reason, this year the numbers certainly appeared to be down. It certainly couldn't have been a reflection of the weather, since the conditions could not possibly have been better.



Several of the prison City Brits gathered for breakfast prior to the opening of the gates and took one of Doug "The Pathfinder" Larson's patented scenic drives through some of the rural countryside before rolling into the fairgrounds. The show does not permit cars to enter before 10:00 AM, so there was time for a "spirited" drive before the gates opened.



The fairground is a great place to hold a car show, although it did seem as if innumerable flies had taken up permanent residency in anticipation of the livestock exhibit at the county fair. Unlike the traditional asphalt parking lot car show we've all become accustomed to, there are plenty of shade trees and a few small knolls to give the venue a very picturesque atmosphere. The cars all have to meet the criteria of no longer being manufactured, and it seems mindboggling to realize that some of the most iconic cars of a generation ago now qualify for entry. Who would have thought a few years ago that GTOs and Grand Marquis would both gain admittance to this event? At any

rate, Plymouth, Oldsmobile, Pontiac, and Mercury, have joined the ranks of Studebaker and Packard.

As always, there were some extremely unusual cars on display, including a large gathering of Metropolitans, some extremely nice Hudsons, a "survivor" DeSoto, a Volvo 544 wagon and our personal favorite, a fuel injected Yugo convertible. [We



must confess that we first assumed that this car was custom, but it was actually a factory built car. It looked like a Herald concept from the 70s, if such a thing had ever been built.] As always, the number of Corvairs boggled the mind and would certainly send Ralph Nader into an apoplectic fit.



The organizers provide free beer, water, and soft drinks and charge no admission fee. Their only revenue to offset the cost of the event comes through the sale of raffle tickets, making this clearly the best car show value in the free world and adds to the mystery of why the numbers appeared to have been down. At any rate, I know I speak for all ISOAers in attendance; this is, undoubtedly, one of the most pleasant events of the driving season.

Suds



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
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.	10:00 AM	7TH ANNUAL ORPHAN CAR SHOW, 23956 HWY. 53 SOUTH, ELWOOD
	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]
	12	SAT.	8:00 AM	BODY/PAINT CLINIC, PAWLAK'S, 14N640 ENGEL RD., HAMPSHIRE
DEC.	4TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	4TH	SUN.	TBA	2011 ISOA GO KART CHALLENGE III
JAN.	8TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA	SAT.	8:00 AM	CLINIC TBA
FEB.,		SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA	SAT.	8:00 AM	CLINIC TBA
	TBA	SUN.		SWAP MEET

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:

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

BY SNIC BRAAAP EDITOR BOB STREEPY

REBIRTH ANNOUNCEMENT: PART ONE



Following a gestation period of some 25 months, CT 19263LO roared back to life for the first time in 44 years at 3:37 PM,

Saturday, October 27th of this year. The delivery was performed by Dr. Yott with Jay Holekamp and your humble and obedient scribe serving as midwives. There were a few complications with the delivery, [oil leak at the filter, short in the brake lights, and faulty generator – even though it was a brand new rebuilt unit!] that Dr. Yott attended to the following morning. The newly [re]born TR4 took its first figurative steps [i.e. test drive] the following day and was allowed to go home on Sunday, Oct. 28th, with its proud papa behind the wheel.

FOR THE MYRIAD OF REGULAR READERS of this column, the story of this TR4's restoration is well documented. [For any of you who may be irregular, may we suggest you increase your daily fiber intake?] However, a brief recap may be in order for any recent converts to ISOA.

In the early spring of 2008, then ISOA president Mark Moore received an email from a woman in Chicago who was settling the estate of her recently deceased parents. She had gotten Mark's name from the club website and asked if he knew of anyone in the club who might be interested in acquiring a Triumph that her parents had given to her older brother in 1963. The car had been driven hard and put away wet in 1967 after a serious accident that resulted in major body damage. The car was parked in the carriage house of the family home in the Hyde Park neighborhood where it languished for forty years.

On a cold, wet, April morning, Jay Holekamp, Mike Mueller, Steve Yott, and I accompanied Mark to the south side to check out the car. It was, to put it mildly, "rough." The driver's side had been hit hard, and the damage to



the door, B-post, and rear fender was extensive, plus the other body panels were all banged up, as was the hood and trunk deck. Mark and Steve reckoned that the car might be good for parts, especially the factory overdrive. We loaded it up and hauled it to Jim Doering's barn in Twin Lakes, where it would continue to hibernate for another year.

From time to time, I would ask Steve or Mark about the status of the car, and, eventually, I decided, after some consultation with the head proofreader, to buy it. We agreed on a price, and Kayson and I came up with a plan that would include taking advantage of the favorable exchange rate between the People's Republic of Greater Chicagoland and rural Missouri. This would allow the major body work to be done out of Dave's shop in the "Show Me" state at a significant savings over prevailing labor rates.

I sold my beloved TR3 in order to finance the project and hauled the Four to Bartlett in the summer of 2009, where I stripped the interior, pulled the engine and trans, and then hauled it to Missouri that fall. I took the drivetrain to Murray Bruskin's hangar for temporary storage until Steve had an opening in his lengthy Triumph repair queue. Part of the purchase agreement was that Steve would oversee the engine, transmission, and overdrive rebuild.

The Missouri body shop removed the tub from the frame, had the frame blasted and powdercoated and stripped the tub and body panels. Meanwhile, over the course of the next year or so, Steve redid the engine,

trans, and OD. In the spring of 2010, I brought the frame back to Snic Braaapp Towers and installed the steering and suspension with the help of my friend Garry Andriano. Then, we took the chassis to Silver Lake where Steve did the "plumbing" and brakes and installed the drivetrain. Then the roller went to Missouri, and the body was "rough fitted" to the frame. It stayed there for a short period, and then I hauled it to Gary's body shop in Crystal Lake where he did the finish bodywork and painted the tub and panels. He finished fitting the body panels in June, and the car went to Silver Lake for final assembly. Fourteen Saturdays later, it left Steve's garage for Bartlett under its own power.

Even though I thought I had anticipated the time and money commitment to this project accurately based on restoring my TR6 and TR3, this project required me to raise the debt ceiling over the original estimate, due in part to my incompetence and, moreover, the absolute abysmal quality of reproduction parts.



Part Two next month.

Suds



ROAMIN' WITH ROMAN



BY ISOA PRESIDENT
ROMAN HRYNEWYCZ

WE MADE IT! THOSE OF US WHO went to the convention in Colorado made the trek with nary an incident. All of my worrying was nothing more than wasted energy. The worst problem that was encountered on the way out was a tire that would not hold air, some poorly set front wheel hubs and a musty hotel. What a nice drive we had to get there and for the duration in Breckenridge. [I won't get into too many details here, since Irv Korey has written a full article on the convention on pages 6 & 7 of this issue of *SNIC BRAAAP*].

To those of you who did not attend, and there were many, you missed a very good convention. Our caravan was very fortunate that the weather cooperated for most of the entire trip. On the way out, we were treated to temperatures in the mid 70's, which made for a very pleasant drive through Iowa and especially Nebraska. When our caravan finally reached Colorado, looking out towards those purple mountains made all of the worry and preparation seem worth it.

What I find to be a most enjoyable part of these long trips is not the convention itself, but the drive to and from the event with other members

of ISOA. The miles seem to fly by when driving with our group. The banter back and forth over the public airwaves by means of CB radio, the stops along the way, the group dinners in the evening, and knowing that you are not alone if that dreaded breakdown happens all make ISOA caravanning special. For me, these are the things that make attending conventions worth the trouble.

A special moment on this trip was seeing long time members Gloria and Denny Cappetto for the first time since they left the Chicago area several years ago. We also had a couple of new friends from Michigan join our caravan. Chris and Grizelda Holebrook seemed to fit right in with our twisted little group, and we may have even convinced them to switch allegiances and join ISOA.

My greatest reason for attending the convention this year was that it was being held in the Rocky Mountains. I have long loved the area but had not been back there in quite some time, and this trip provided me the perfect excuse to go. This was not just a vacation for me; I did have an official capacity to fill. As president of ISOA, I was compelled to attend the chapter presidents' meeting. During this meeting, VTR president Blake Discher discussed the health and direction of the VTR club. One item that he asked all of the chapter presidents to pass along was that VTR is trying to get to 3000 members, and all chapter members should consider joining VTR to keep the organization strong for the future. The thing that made the biggest impression on me during this meeting was that Blake and I were the youngest people in

the room by far. It makes one wonder how long can VTR survive without bringing in new blood. We are fortunate that ISOA is a dynamic club with much to offer, and we are better off than most other clubs, but we, too, have an aging demographic, and we must consider our future as well.

I would like to express my thanks and congratulations to the Rocky Mountain Triumph Club for a very well run and entertaining event. Even if they had not done such an excellent job, the convention would have been well worth attending just to take in the beauty of the area. When it was over, I did not want to leave. I'm sure that I could have found temporary lodging with Gloria and Denny.

Many thanks to Joe Pawlak for putting together and printing a well-planned itinerary and travel brochure and to Kathy for road snacks. Also my thanks to everyone in the caravan who made this trip so much fun. Also, congratulations to all of those who received an award.

Traveling with this gang is the best! ISOA rules!



Jr.

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



VTR CONVENTION PART I

TEXT & GRAPHICS

BY IRV "ELWOOD" KOREY



Our beloved club curmudgeon, Irv, 'Elwood' Korey has the unique distinction of having attended every VTR Convention since the inception in 1974. Here for your reading pleasure is his take on the 2011 edition.
Ed

WHEN IT COMES TO THE VTR Convention, it's never a question of whether I am going to go, it's whether my TR6 is roadworthy enough to make the TRip. This year, I'm happy to say, the TR6 was (mostly) ready for the 2nd year in a row. My son Brian was my passenger this year, and we departed Highland Park on Sunday, August 14th, precisely at 8:05 AM, off to meet up with President Junior (TR6), and then later to hook up with Stagmeister and Schnapps (Stag), Toolman (TR8), Michigan friends Griz and Chris Holbrook (Stag), and ultimately, Power Bulge (TR4). As in the past, Stagmeister put an agenda together that included seeing sights along the way and significant back road driving. As only he can do, Stagmeister provided each caravan participant with a booklet in advance of the TRip complete with maps, attractions, and the motels for each night, so reservations could be made ahead of time. Since we were meeting from different parts of town, Stagmeister set a meeting place and time for the Illinois cars, with the hope that we would all meet exactly on time, kind of like a tsd rally. It almost worked to perfection, Toolman was driving down the ramp from I-39 to I-88 just as Junior and I drove by. The Stags were a bit early and were waiting ahead on the shoulder. We cruised 88 into Iowa, and shortly after crossing Old Man River, we met Power Bulge in the designated meeting point and continued west. At our first lunch/fuel stop, Schnapps passed out goody

bags to each of us, complete with chips, pretzels, candy, etc. They were greatly appreciated.

We cruised along essentially trouble free until someone spotted the RF tire going down on the TR8. Fortunately, we were close to a rest area, and a broken valve stem meant that the tire had to be changed. By the time we pulled over, it was down to 5 psi. The rest of our day was trouble free, and we arrived in Council Bluffs, Iowa for the night. We were met there by VTR President Blake Discher (TR6), along with Tamara and Patrick Barber (Stag), who were on a more aggressive schedule but were bunking in the same place we were. Other than Toolman's damaged valve stem, the only reported problem within our caravan was with the brakes on my TR6. I was experiencing a very long pedal after we'd been driving for a while. It felt like brake pad knock back, but I thought it was something else. More on that later.

Monday morning, Toolman had his valve stem replaced and re-mounted that tire, and then the caravan motored the short distance to Kenefick Park in Omaha, where one of the 25 Union Pacific Big Boy locomotives is on display. The Big Boy is immense; the drive



wheels alone are 6' in diameter. While most of us marveled at the engineering and construction of the Big Boy, others in the group viewed the Lauritzen Gardens in the same park. Then, it was time to move on to our next stop, the Strategic Air Command Air and Space Museum in Ashland, NE. This Museum consists primarily of 2 giant hangers crammed with significant military aircraft. As you first walk in the door, you are greeted by a SR-71 Blackbird hanging from the ceiling. Of all the planes on display, my favorites were the B-52B and the B-17.

After the Museum, we headed to Alma, NE, and our layover point for



the night. We drove for a while on I-80 and then exited the Interstate system for more interesting back roads. One of the first things we came across was a Baskin Robbins in a truck stop, and we felt the need to honor our friend Spuds by stopping in. Curiously enough, it turned out to be our only ice cream stop on this TRip. Our back roads drive to Alma (elevation 2100') was delightfully uneventful other than my continuing brake malady. We checked into our motel, and then it was time for another ISOA Road TRip TRadition, Pizza Hut. The pizza was good and ridiculously cheap due to specials they were running. It isn't often that 9 people can eat for \$60. After dinner, it was back to the motel to address the brake issue. Stagmeister diagnosed loose front wheel bearings as the culprit, and what I was experiencing was indeed pad knock back. I had never experienced knock back while just cruising before; I had it happen after hard cornering. It's a common TRiumph condition, and it is correctable. In my case, it was due to the incorrect installation of the Uncle Jack wheel spacer kit, which is designed to eliminate brake pad knock back. How ironic. The shop that I had taken the car to had installed the kit incorrectly, and the right front bearing was particularly loose. If I had wanted lousy work done on my car, I could have done it myself and saved the money. A parking lot repair ensued, and the issue was resolved.

Tuesday morning, we heard from Fru Fru (Stag). He was originally supposed to be with us, but he had a schedule conflict and thought he couldn't go. His circumstances changed, and he left home Monday night around midnight and had been following our route. When we heard from him, he was only about 100 miles behind us. Tuesday was more of a driving day than Monday, as we were headed to Colorado Springs. At



were off to Pueblo to check into the motel, clean up, and head to Queenie and Chopper's house. By now, Fru Fru had caught up to us, and our caravan numbered 7.

Queenie and Chopper have a beautiful house on the outskirts of Pueblo (elevation 4662'). They have a very large lot, and the homes are all spread out from each other. Their

property is on a plateau and is surrounded by mountains, and they have very little rain and snow. And oh yeah, a 4 car garage. Well done, Chopper.

Queenie and Chopper laid out quite the spread for us. Grilled pork chops and chicken, garlic bread, salad, baked potatoes, chips, salsa, guacamole, etc, along with several kinds of cake, and of course, beer. They invited some of their neighbors over as well. They have some great neighbors. It was a real feast, and we had a wonderful evening. The best part was that when we left for Breckenridge in the morning, they were coming with us.



Our 8-car caravan (3 Stags, 1 TR3, 1 TR4, 2 TR6's, 1 TR8 in case you weren't keeping TRack) left Wednesday morning for Breckenridge. There is the faster way to get there, and there is the fun way. We chose the fun way, and with the Cappetto TR3 in the lead, we were off for our final destination. Outside Canon City, CO, is a one-way road known as the Skyline Drive. The Skyline Drive was constructed by prison labor and is a 3-mile stretch of road that in many places is not much wider than a car. There are dropoffs on either side with no guard rails, and when you get to the top of the

Drive, the view is most excellent. The drive itself is fun, too. You start the drive going almost straight up, reach a plateau at the top that is wide enough to park and walk around, and then head back down. Shortly after leaving the Skyline Drive, we stopped to visit the Royal Gorge and Bridge. The Gorge was carved by the Arkansas River and is about 1000' deep. Unlike the Grand Canyon, it is very narrow, only a few hundred feet wide at the top. In the late 1920's, a giant suspension bridge was built over the Gorge. At the time, it was the largest suspension bridge in the world. After the Royal Gorge, it was off to Salida, CO, (elevation 7100') for lunch. While in Salida, our group was approached by a woman who wanted to know where all of the Triumphs were going. Turns out she has a TR6.



We left Salida and entered the home stretch of our drive to Breckenridge. The scenery along Highway 285 was spectacular. We passed 2 of the 54 Colorado 14'ers. These are the mountains in Colorado that are over 14,000'. The 2 we passed, Mt. Shavano (14,229') and Mt. Antero (14,269') are 2 of the highest peaks in Colorado. And we were getting up there, too, driving along at around 9500'. We stopped for gas in Fairplay, CO, (elevation 9953') and came across 2 TR3's and a 250 who were also headed to VTR. Fairplay, CO, also has another claim to fame – the TV show South Park takes place in Fairplay, CO. Up and up we climbed, reaching 11,550' at Summit Pass, which is the continental divide. From that point, our drive was mostly downhill and twisty. And then, after a most TRiumphant drive, we were in Breckenridge (9600').

to be continued

Elwood

2011 OPENAIR CLASSIC MADISON, WI

TEXT AND GRAPHICS BY
JACK "SPUDS" BILLIMACK



THE OPENAIR CLASSIC IS A THREE day driving event for convertibles – any make. This year the headquarters city was Madison, Wisconsin. Registrants (186 cars) checked into Madison/Middleton area hotels for their three-night stay. This year's headquarters hotel was the Holiday Inn in Middleton. Thursday's activities included registration, receipt of shirts and regalia, then a buffet dinner and drivers meeting. ISOA members Judy & Kim Casper (VW Cabrio), Sandy & Jerry Hurst (Mustang) and Barb & Jack Billimack (TR6) participated. A TR3 and a TR3A, both from Wisconsin, brought the Triumph total to three.



On Friday morning, cars received route instructions and a "passport" to have stamped at points of interest visited along the route. Friday's route took us along beautiful roads through Old Middleton, Mazomanie, Wisconsin River Country and the Salk Prairie Area, stopping at restaurants, antique shops, art galleries and other points of interest. Along the route we visited Clasen's European Bakery, Black Earth Organic Meats,

and the Shoebox (home of over 300,000 pairs of shoes). Of special interest was the National Mustard Museum where everyone learned so much about mustard that it's scary. The museum sold "Poupon U" regalia and over 850 kinds of mustard from all over the world. I'll bet that few ISOAers know that there are three colors of mustard seeds (yellow, brown & black), and that horseradish is in the mustard family with 80% of



the world's supply grown in Illinois. Then, it was off to a winery and other interesting places like Frank Lloyd Wright's Taliesin and Alex Jordan's House on the Rock. Upon returning to the headquarters hotel, dinner was on our own – at a steak house of all things. Beautiful day.

On Saturday in the pouring rain, we drove through "Urban" Madison, near the university, farmer's market and state capitol buildings. Unfortunately, a foot race with thousands of entrants started late because of the rain, so several of us were trapped in race gridlock until we gave up on the route and took our own route out of town. Once out of town, the rain stopped, the day turned beautiful, and all was well. We visited Paloi with its cheese shops, Wired



store. (I thought it would be an electronics store, but it carried purses, beads, and so forth.) Then, we were off to Mt. Horeb and the Duluth Trading Company (famous for plumber's butt shirts), art galleries and restaurants. Next, was Mineral Point, an old lead and zinc mining town that's on the National Historic Register. We drove along historic Shake Rag Street to the downtown square and Opera House. The car show was on the streets. Show classes were "Golden Age" (1900-1976), "Modern Era" (1976-2012), and "Land Yacht" (comfortably seating 6 or more). None of our cars won. The organizers treated us to a private performance by the Weatles, a Beatles tribute band. After an unsuccessful search for a true Wisconsin Supper Club,



we had a fine dinner at a bistro in Mt. Horeb (even without a relish tray) on our way back to Madison. We almost closed the place down (which is unusual for a couple of us).



Sunday morning included a continental breakfast and distribution of awards and door prizes. Then, we drove home during another beautiful day.

Spuds



WHITE TRASH NIGHT

TEXT & GRAPHICS BY
BOB "SUDS" STREEPY



ON A PLEASANT, AUGUST 23RD Friday evening, roughly thirty Coventry Irregulars heeded Horace Greely's advice and headed to the far, far, western suburbs to participate in the club's annual homage to mullets, tattoos, and Lynyrd Skynrd T-shirts at the Sycamore Speedway. The occasion, dubbed "White TRash" night is always the zenith of the club's social calendar and attracts a large turnout of ISOAers, many of whom are otherwise invisible during the year, and the 2011 iteration proved no different. There is something distinctly retro about the Friday night stock car races, especially in the bucolic setting in Kane County where the track is located.



Many of our group chose to dine al fresco at the track bistro prior to the commencement of the racing. Following a nosh and wash, the group settled into the bleachers, several rows up in order to avoid any loose clay that might inadvertently find its way onto the spectators who sit too near the action.

The evening began with time trials, where it is apparently a faux pax to use more than one hand on

the steering wheel and a cigarette dangling from the driver's lip is de rigueur. There was also a brief display of the modified stock cars that do battle on Saturdays turning some hot laps generally on three wheels, much to the delight of the crowd. Once the times were established, a series of short trophy dashes ensued, to include the ever popular powder puff class as well as the compact division. The excitement built as the races began to last longer and longer until a couple of 25-lap features were held. The anticipation continued to rise as the announcer reminded the spectators that they, too, could be the proud possessors of a five foot trophy if they wanted to compete in the "run what you brung" event in which the



participants engage in a one lap oval drag in their daily drivers. Six cars entered the competition, to include a late model Grand Prix and a "vintage" 73 Caprice that had obviously seen service as cab in a previous life driven by a former figure 8 champion. The owner of the Poncho drew the Caprice in the first elimination round and apparently thought he could bluff the Chevy into being the first to back off as they headed into turn one. This turned out to be a miscalculation, as the driver's side of his car was soon sporting some battle scars that would certainly prove difficult to explain to his insurance agent, but such is the risk involved in this event. Apparently, the lure of the five foot trophy was too strong to resist for this particular driver.

Next up was the ever popular figure 8 race. This year the track had been reconfigured so that all of the racing took place in the center of the



track and created a constant flow of "near misses" and more than a few kill shots. The dénouement of the evening was, of course, the "Derby" referring to the survival of the fittest competition between various moribund clunkers. The objective is to outlast your rivals and be the last one standing, i.e. running, after all of the other cars have given up the ghost after being smashed into submission. The sights, sounds, and smells of the event bring out the bloodlust of the patrons, not unlike the gladiatorial fights of Ancient Rome excited the crowds at the Amphitheatre of the Eternal City.

By 10:30, it was all over. As veteran spectator Mark Moore observed, "You're looking for the big three Fs; fires, flips, and fights." Other than one small spontaneous combustion during a trophy dash, the evening was a bit tame by previous standards. Even though there were no really spectacular aspects of the 2011 White TRash night, all in attendance agreed that they would be back for the 2012 edition.



Suds



SEARCHING FOR ELKE SOMMER
BY DAVE "RUMPUS" KANZLER

SO, I WAS GOOGLING FOR car shows around the tri-state area when I came across one at the Valley View Recreation Club in Wisconsin. Intrigued, I followed the link, and it turns out that "recreation club" is code for nudist resort. That got my attention. When I was thirteen, I saw the Pink Panther movie "A Shot in The Dark," and in it the character played by Elke Sommer (think "Jeannie," only hotter) and Inspector Clouseau run around a French nudist colony. While the naughty bits were discreetly hidden by beach balls, tree limbs, etc. (see picture) my in-the-midst-of-puberty imagination was fired up nonetheless. While intellectually I knew that the chance of a nudist resort of Packer fans featuring women of Elke Sommer's qualities was pretty much zero, I did have exactly 4 out of the approximately 50 million neurons in my brain saying, "Hey, it could happen."

Needing to secure permission from my wife, I thought I would take the Newt Gingrich approach when he justified his infidelities by claiming that "his extreme sense of patriotism and love of country led" him to do it. So I figured something along the line of: "Bob Streepy, the editor of the ISOA newsletter, needs copy and my extreme sense of duty to the memory

of the Triumph marque, the ISOA, to my editor, and to the brave sacrifice of the RAF in the Battle of Britain, requires me to do this," ought to do the trick. But my wife is no dummy. So I just said, "Honey, can I go to a car show at a nudist colony so I can write an article about it for my Triumph club?" She just rolled her eyes, and said, "Whatever," but insisted that I include the following notice in this article: "I, Nancy Kanzler, did not participate in any way, shape, or form in this car show. Further, I have no knowledge of any "accidental" addition of Bengay liniment ointment to the bottle of sunscreen I gave to my husband."

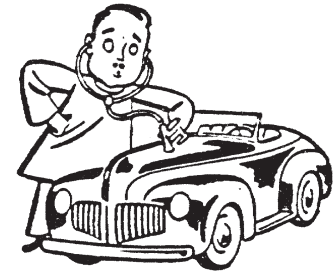
While I enjoy the camaraderie of the ISOA, I'm sure that my fellow members will conclude that my decision not to email everyone and see if anyone wanted to join me was, in fact, the correct decision. So, flying solo on the day of the car show, it was with no small trepidation that I fired up my TR6 ("Rumpus") and headed north despite the weatherman's warning of 70% chance of rain. (Legal notice: In consideration of any future political career the author may enter into, the reader should not assume that any and all sense of trepidation felt by the author was a reflection of any embarrassment or pride, with respect to the size of said author's "package." Nothing is expressed or implied about the size of the aforementioned body part, and to the author's knowledge, no visual image of said member was communicated in any e-mail and/or "tweet.")

In true ISOA fashion, I took the back roads (Route 12 all the way to Fort Atkinson, WI, then 8 miles due west) for the picturesque 2.5 hour trip to the resort. Five miles from the resort, the rains came, and I pulled

over and put the top up. I arrived in a steady downpour, and hoping for eventual sun, I found a spot near a big tree. The resort is in a nice 17 acre wooded area with spots for tents/rv's and has a pool, showers, a club house, and the grill was going most of the day for burgers and brats. Of course, there was a volleyball court in a sand pit. All in all, it was a nice setting for a car show.

The Triumph gods were smiling, and by noon the clouds lifted, and the sun came out, so I dutifully (as required) "dropped trou," applied liberal amounts of SPF 50, set up my chair underneath the tree next to Rumpus, fired up a cigar and popped the top on a Miller Lite. I was a little self conscious at first, but when everyone else is similarly undressed, I quickly forgot we were all naked and just enjoyed the usual car show activities. The people were very friendly (and surprisingly normal) talking about how they used to have a Triumph, or that their cousin had one, etc., etc. I got many compliments on Rumpus, and good questions about my restoration, any problems with the Lucas electronics - in short, just like any other car show.

The morning rain kept the car entrants to about 15 true classics (pre-1980) and about a dozen "posers" (late model Mustangs, Vettes, and a BMW). At first I was the only import car, but about 2 pm another TR6 pulled in next to me. Since it had Illinois plates, I momentarily panicked that it was also another ISOA member and subconsciously covered up with a towel. He wasn't, but I deferred from the usual ISOA sales pitch. All in all, I think it is fair to say that as a representative of the ISOA, the Club members can be proud that I more than held my own against the competition. (Legal Notice: the use of the phrase "held my own" is not meant to express or imply that the author literally "held his own.")



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" Corey
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" Billimack
815/459-4721
- Machinist Bob "Opera Man" Crowley
630/319-7343

Electrical, Joe "Stagmeister" Pawlak
Paint, Body, 847/683-9683

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

I did take several opportunities to cool off in the pool; in fact, I highly recommend having a pool at all future car show venues - it was very refreshing. (Sorry "Seinfeld" fans, the issue of "shrinkage" will not be addressed.) Despite being an avid volleyball player in my younger days, I deferred from participating. I knew my old competitive nature would have me diving for digs, and I didn't want to get sand in places best left sand-free.

Now that we've covered the scoop on the four-wheeled attendees, I know that those of you with a more prurient interest want to know about the two-legged attendees. No, I didn't find Elke Sommer, or at least not the 24 year old version (the 70-year old version could well have been there). On a scale of "rat rod" (cosmetically bad, but runs well) to "trailer queen," I'd have to say the majority of the people, myself included, ran more to the rat rod end of the spectrum. Most of the rear ends were sagging, and the front ends dropping. There

did look to be a few female members who had "aftermarket parts." Yes, Corvette owners are most definitely overcompensating. Bottom line: on the sexual arousal scale, this experience would fall below that of watching an old episode of "Cagney and Lacy." I guess the old adage that "less is more" is true, and that more is sometimes most definitely less.

The rains came back with a vengeance around 5:00 pm, so I decided to pack it in and head home thus missing the night's festivities, a 50/60's band in the large tent!

Would I do it again? Perhaps. After all, the people were very friendly and appreciative of the effort I made in bringing Rumpus, and as the picture shows, I did make a couple of new friends. What more could you want in a car show?

Rumpus



[The book may be preordered at: tlatp@vidataprint.com]

The deadline for popular choice balloting was 1:00 PM and shortly afterwards, Jack Billimack collected the ballot boxes, and a couple dozen Coventry Irregulars adjourned to the campus cafeteria to tally the votes. The process is yet another example of the efficiency that has come to represent this event. Under the direction of Spuds, the ballots were quickly and fairly accurately counted, and within an hour the results were in. In the Triumph category, many of the ISOAers were among the recipients of these prestigious accolades.

Following the awards presentation, many of the Triumphistae, headed to nearby Photo's Hot Dog stand for a late afternoon nosh before heading home. Unfortunately for Rich Scholl, he experienced the dreaded TR6 rear clunk all too familiar to owners of Triumph IRS cars. With the assistance of the local constabulary, he pushed the car out of harm's way until a flatbed arrived to transport his car home. We expect a full report from Rich at the October meeting as to the nature of breakdown, but unconfirmed sources have informed SNIC BRAAAPP that Rich is in the market for a new set of U-Joints.

continued from page 1

The organizers had the lot laid out by make and marque, and ample signage made the parking of show cars as smooth as the Girrot's Wax that coated many of the vehicles on display.

The show field was typically eclectic. Besides the myriad of MGs and Triumphs that statistically dominated the event, there were Rileys, Alvises, Singers, Hillmans, not to mention Healys and Jags ranging from 2009 models to prewar. There was also an interesting display of British bikes, to include Vincents, BSAs, and Triumphs.



The event marked the official coming out party for Peter Conover's magnificent Aston Martin and your humble and obedient scribe's TR4. Both debutantes attracted considerable attention from the show goers,

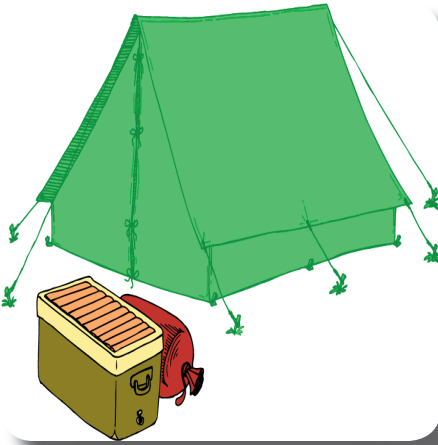
and Peter and I spent a great deal of time answering questions about restoration details from fellow club members as well the general viewing public.



The club banner and EZ-up were located at their customary location, and Kim Jensen set up shop passing out ISOA propaganda recruiting new members. The 2012 club calendars were also on display as well as a preview copy of *Turn Left at the Pacific*, John Macartney's historic transatlantic trek in the TTA Stag restored by ISOA members.



Suds



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

When: Friday, Sept 30-Sunday, Oct. 2

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.]



Trick or Triumph ISOA Halloween Spooktacular

Sat., Oct. 29th
7:00 PM

Celebrate Halloween ISOA style. You may want to come dressed in a TR themed, period costume or anything or anyone representing popular culture from the mid 50s through the 1970s, but costumes are not necessary. In fact, clothing is optional.

There will be:

- food, fun, and games
- a costume contest with fabulous prizes
- a magician
- a spooky dramatic reading

RSVP Mike & Trish Konopka

23 N. Maple, Mt. Prospect

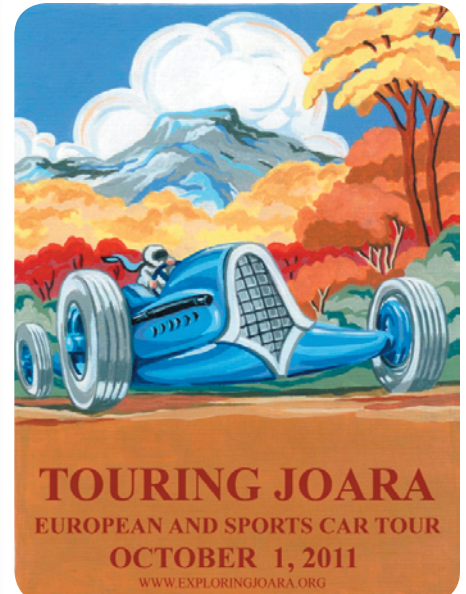
847/222-1029
TTone007@gmail.com
Treez23@gmail.com



SHOWROOM-SCHLOCK
SHOOTOUT LEMONS RACE

Autobahn Country Club,
Joliet IL, Oct. 8-9.

Featuring "007-Rusty Galore"



Sports Car Poker Run
along the Blue Ridge Parkway





LEMONS UPDATE THE HAZARDS OF RUNNING

Q BRANCH
BY MARK "SILO" FISHER



IT IS MY SWORN duty to provide the 00 agents with the best equipment that the Q section has to offer. This includes weapons, communications and some of the finest vehicles in the world. This is no easy task, especially when they usually come back broken, if at all.

We have been tasked with upgrading the vehicle of one of the worst offenders, James Bondo. When he turned in his vehicle after the last mission, the engine was blown, the radiator was plugged, the



magazines on all weapon systems were empty, and the pedestrian squirter was dry.



The only acceptable solution was to go completely over the top. With budgets from 10 Downing Street being tight, we contacted "Evil Bert" looking for some redundant performance spares. Once again, he did not disappoint. He happened to have a TR-7 long block and massaged cylinder head that had once done service in a very competitive SCCA race car. Unfortunately, it appeared that it had been some time since it had turned a crank in anger.

Add to that the fact that it was missing a crankshaft suited to its racing nature, it has heavily domed pistons that are .030" over-

sized (requiring trick rings), and they needed to be completely rebuilt.

The members of Q branch have spent the past several months renewing this engine, fitting it with a performance camshaft from TS Imported automotive, hunting down the proper sized shims for this trick reground cam, etc. We are a week from putting the engine back in the car with a header & the California spec fuel injection system.



More to follow...

Silo



The 2012 ISOA Calendar is Here!

Twelve months of some of the most fabulous Triumphs belonging to members of the best club on the face of the planet!

Top Ten Reasons to Buy a Calendar

1. Mark those all important tech clinic days.
2. Mark those vital birthdays.
3. Use it to get that license renewal in on time.
4. Don't forget about insurance.
5. Celebrate the anniversary when you bought the car.
6. Celebrate the anniversary when you sold the car.
7. Show co-workers what your car should look like.
8. NOEFNMG added
9. No Triumphs were hurt during the production
10. Tell yourself that each of these cars was actually driven to the place to get it's picture taken. (well, except one)

Pricing:

- \$8 Lone Wolf (all by myself)
- \$15 Home & Office Combo (2fer)
- \$20 Gift Package (Ménage à TRcalendar)
- Can be shipped @\$2 each



PETER M. ROBERTS TO APPEAR AT OCT. MEETING
 TEXT BY ED KRAKOWIAK

IT'S OFFICIAL! **'THE'** PETER M. Roberts will personally be attending the October 2nd meeting of the ISOA club. That's right. The inventor of the craftsman quick release socket and whose name adorns our monthly traveling ISOA Peter M. Roberts award himself will be present at Mack's Golden Pheasant.

Peter is alive and well and lives in TN. Once he was finally awarded the patent right to the quick release socket from Sears after a 20 year legal battle, he was able to enjoy additional professional success by starting his own alarm business which went on to become the largest locally owned and monitored security company in the Chattanooga area, employing 15 people and servicing 3000 residential and commercial customers.

Please keep your insurance going on your Triumph a little bit longer this fall and drive your ca to

the October 2nd meeting (weather permitting) to show your support to Peter with all of our ISOA members Triumphs on display. Peter is actually a Triumph enthusiast but the two wheeled version, which goes back to the time he spent stationed in the UK with the Air Force.

A portion of the October 2nd meeting will be dedicated to Peter M. Roberts and will feature Peter speaking about his past followed up by a question and answer section. Also, ISOA will present Peter with an honorary Peter M. Roberts award, and later on, Peter M. Roberts will be presenting the monthly ISOA Peter M. Roberts award to the September winner. Jim "Screamer" Aldridge will do a short 2 song acoustic set that he and Bob Streepy put together. And finally, Peter will be available for pictures and autographs. See you there.

Ed Krakowiak



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*past president



memory of Mike Mueller.

ED

Thank you for your thoughts and prayers during our time of sadness. Your love and support will soften the grief and comfort us at this time.

The Family of Mike Mueller

Dear Editor,

While many of the letters you receive are hardly serious, I feel that I can only bring a serious matter to the entire ISOA membership through our publication.

Last Sunday, August 28, I had the pleasure of exhibiting my Roadster at the Geneva Concours. This was the third consecutive year in which I showed my Triumph at what I believe to be the finest display of classic, antique, and collector cars in the Greater Chicago area, if not the Midwest.

I would describe the show as wonderfully elegant, each car appropriately and beautifully displayed in its own ample space, amidst and amongst other cars, all within the gentrified, tree lined streets of Old Town.

While this year's show featured Lincolns and "brass Fords," mostly model T's, of which there were many, there were, among the multitude of outstanding vehicles, of all sizes and shapes as well, many other cars, both foreign and domestic, tracing their origins both from the current century to well among the early part of the last.

What made the show so visually appealing was their visual

arrangement, the car on either side being a different make, model, and era. Thus, I found a late year yellow Camaro hardtop on my right and a 1914 blue and black Franklin 4-door sedan to my left

Honors and awards were given to many of the cars, though not to mine, although that really didn't matter to me. I had the pleasure of receiving many compliments by the hundreds (literally so) of visitors that passed by during the day impressed by the uniqueness of the car, while curiously smiling at the dickey seat in the rear.

While I enjoyed being with my car, I took the time, camera in hand, to walk about the multitude of shining cars. An enthralling display of motorcar art it was but for the fact, as I gradually became aware that I was the only Triumph owner present. I saw Austins, MGs, Jaguars, Healeys and Sprites, but not a single Triumph but mine.

Among the many events and locations set forth on pages 10 and 11 of the July issue of this publication was the Geneva Concours, but not a single member of the Club came to this outstanding event. I did encounter and chat with several of our club members, but no one but me came with a Triumph.

Among the numerous ISOA Upcoming Events listed each month in our publication was the Geneva Concours, but no one showed but me. Given the beauty of many of our cars, why the lack of interest I ask. Is there some explanation?

I pause, Club Members, for your reply.

Mel Merzon

P.S. A small spot had been designated for any club that together wanted to show off their members' cars. The Chicago Porsche Club was in that spot, filled with about a dozen cars lining the street. Surely, ISOA

could garner a similar spot next year. Give that a thought, as well.

Dear Mel,

Currently ISOA lists about 175 members, but by our unofficial count, only a dozen members possess legitimate concours cars. The remainder of ISOA Triumphs vary from project cars to highly presentable participant's choice vehicles. Statistically the number of members who are driven by the passionate pursuit of perfection that is requisite of true concours is relatively small. On any given Sunday afternoon, there are a wide variety of cars shows, many of which may well be more attractive to the majority of the Coventry Irregulars than a concours, which might possibly account for the meager turnout of Triumphs at Geneva.

As for delineating a specific area for our Triumphistae at next year's Geneva concours, we will certainly bring your suggestion up to the board for discussion, but bear in mind, that is basically what we do at the Orphan show, BCU, and Cantigny.

Your board has tried over the years to organize a variety of activities for the general membership, and we will endeavor to continue to do so in the future. However, despite our promotion of some activities that individual members feel might be very popular with the membership, turnouts vary widely. [E.G., the attendance at the golf outing was extremely disappointing despite a large show of support at meetings and being well publicized.]

The bottom line is that you attended and had an enjoyable time. The fact that other members of ISOA were not there to share in your enjoyment should in no way diminish your positive experience.

ED



SEPTEMBER MEETING NOTES

By BOB "SUDS" STREEPY

A SMALL YET VOCIFEROUS contingent of Coventry Irregulars was in attendance at the September gathering of the Illinois Sports Owners Association. [The numbers may have been a bit soft due to the holiday weekend.] The group met in the garden level of Mack's Golden Pheasant and included newcomers Andy Leshette of Berwyn, the owner of a 1980 Spitfire, and Frank White of New Lennox, who is in the market for a TR6. The proceedings began at 7:10 as president Hrynewycz dropped his gavel and introduced the board members in attendance and welcomed any guests and first timers. He began the proceedings with a continuation of the discussion on whether or not ISOA would be willing to host an upcoming VTR national convention. A show of hands indicated the general membership was supportive of the idea, and he then announced that the board would draft a letter of intent to the VTR board indicating our desire to host the 2015 national convention. He also asked members to consider a venue which would include a host hotel large enough to accommodate approximately 300 people, a nearby venue suitable for an autocross, near major interstate access, and within distance of some rural roads that would maximize the Triumph driving experience. Your humble and obedient responded to Mike Johnson's query as to what is involved by recapping the level of commitment from members at the 1995 and 2005 conventions which we hosted.

The next order of business was a quick overview of the new engine analyzer which the club has acquired. Joe Pawlak explained that the unit has diagnostic capabilities to supplement the distributor machine already in the ISOA tool bin and will be very helpful at future tune-up and ignition clinics.

While he already had the microphone, Joe then spoke about pre-ordering copies of John McCartney's forthcoming book that chronicles the Transatlantic crossing of the TTA Stag. The softbound 8 1/2 by 11 tome has more than 200 pages with copious color graphics and details of the restoration, delivery and journey of "Uncle Jack." To whet the appetite of the literati, Joe read one especially amusing passage to illustrate the book's entertainment value. It will be available from the publisher by late November. Joe provided

ISOAers the opportunity to get first editions by filling out pre-order cards. He also mentioned that the club 2012 calendars will be available for purchase at the September BCU car show at the club table.

Next up, Mark Fisher provided an update on the progress of the "Bondo, James Bondo" LeMons race car. The engine rebuild is 90% complete and will have a hotter cam, domed pistons, 12:1 compression, and most importantly, an aluminum radiator to prevent any recurrence of the overheating issue that plagued the car at Gingerman. Dennis Delap mentioned that he had finished welding in floor panels into his project TR4A, Jack Billimack provided an account of the progress made to the drive train of "Puff, the Magic Herald," which now sports a more robust engine, OD, custom driveshaft, and "beefier" rear end. He hopes to have the car on the road shortly. Your humble and obedient scribe also mentioned that my TR4 restoration was 99 and 44/100 complete and was actually on display in Mack's parking lot.

The highlight of the evening's proceedings was an interesting PowerPoint presentation by Mike Johnson on the requisite steps involved in acquiring a legal title for a car without legal documentation. Mike has developed a very thorough checklist and will assist any club member who is faced with the dilemma of titling a car. Frank Cartright also provided some supplementary advice on this process.

The attendees were next treated to an original song performed by Spinal Tappets lead vocalist Jim Aldridge who felt that ISOA should have an original drinking song, as if we ever needed any extra motivation to imbibe. Jim accompanied himself on his six-string acoustic Gibson and gave a moving rendition of ways to use alcohol in order to win the Boomer award. He received a well-deserved standing ovation of his rendition.

Next on the agenda was a recap of recent events. Once more the microphone was turned over to Joe Pawlak who provided an entertaining summary of the trip made by the ISOA contingent who caravanned to Breckinridge, CO, to attend the 2011 VTR convention. Jerry Hurst gave an account of the Convertible Classic road trip that several members participated in and concluded with a big "thumbs up" for this event. Kim Jensen discussed the Orphan Auto Picnic at the Kendall County fairgrounds at which British cars were featured, and Mark Moore provided an amusing account of the club's annual trek to Sycamore to view the Friday night stock racing, particularly the "ever-popular" "run what you bring" oval drag around the dirt track.

Jack Billimack then outlined several events that are on the docket for the remainder of 2011's driving season. Included in his

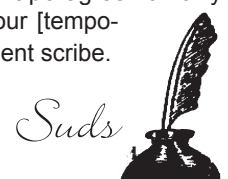
remarks were: the Berwyn Route 66 car Show, BCU, and Cantigny. Mark Moore and Jeff Rust spoke about the activities planned for the Six Pack TRials in Galena, which should prove to be an excellent outing. Kim Casper then spoke about the activities he and Judy have planned for the fall campout/color tour. Once again, they have gone to great lengths to insure a great time for this very popular club activity. Jack then reminded everyone that the October meeting would include a special visit from Peter M. Roberts and asked for a large turnout to acknowledge the namesake of our award for humanitarianism. He then mentioned that the LeMons racing series will be held at Joliet Speedway in October and that the TR 007 will be competing. Plans for a club picnic/pizza party in the paddock are underway, and it should prove to be a great event. Lastly, a body/paint clinic is on the books for November 12th at the Hampshire Quarter Horse and Triumph Ranch.

The monthly raffle drawing was held next, and no sooner than he complained about not having won in a long time, President Hrynewycz found himself holding the lucky ticket. He took home a new angle grinder, some microfiber towels and a flashlight – not too bad for a one dollar investment.

The evening concluded with the September presentation of the monthly award for the Boomer and Peter M. Roberts. Lee Feder nominated Jack Billimack for loaning him an engine hoist and delivering it from Crystal Lake to Highland Park; Mark Fisher nominated Chuck Montague for his unselfish labor on the LeMons TR7; Al Christopher nominated Dennis Delap for providing him with a throwout bearing; Mike Johnson nominated Steve Yott for loaning him the Churchill transmission circlip tool, and I also nominated Steve for his labor on assembling my TR 4. Steve took home the coveted chalice

Roman nominated himself for not replacing what he knew was a leaky battery, and after a panic stop, spilling acid on his pristine engine compartment. He also read a letter that he thought was from the Bavarian Motor Werks thanking us for the August Boomer that he thought was legit, but was in fact a prank written on BMW stationary by Dennis Delap. Bill Jensen nominated Mike Johnson for suggesting we present Peter M. Roberts with a "Memorial" plaque, despite the fact the Mr. Roberts is alive and well. El Presidente received custody of the bent wheel for the next 30 days. And with that, the meeting was adjourned about 9:20.

With profuse apologies for any errors or omissions, your [temporarily] humble and obedient scribe.





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 BRAAAPP 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:** 1972 TR6 75K miles, Owned since 1972. Needs restoration. Many new parts. R/B carbs. Roy 847/446-5613 [10/11-not an ISOA member]

•**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]

Happy Birthday

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

- | | |
|-----------------------|----------------------|
| Mike Bulfer 10/02 | Tedean LaTrace 10/18 |
| Jim Aldridge 10/05 | Yvonne Kolton 10/19 |
| George Loss 10/07 | David Blakeman 10/21 |
| Marilyn Bailey 10/10 | Jack Gleason 10/21 |
| Peter Conover 10/11 | Rick Betuker 10/22 |
| Dick Burdette 10/12 | Tom Morgan 10/22 |
| Karen Rust 10/12 | Doug Larson 10/26 |
| Gloria Cappelto 10/12 | Chuck Hall 10/27 |
| Mark Furse 10/14 | Sue Paulsen 10/27 |
| Sandy Hurst 10/16 | Barb Billimack 10/31 |
| Jill Burdette 10/17 | |

MEMBERSHIP COUNTS:

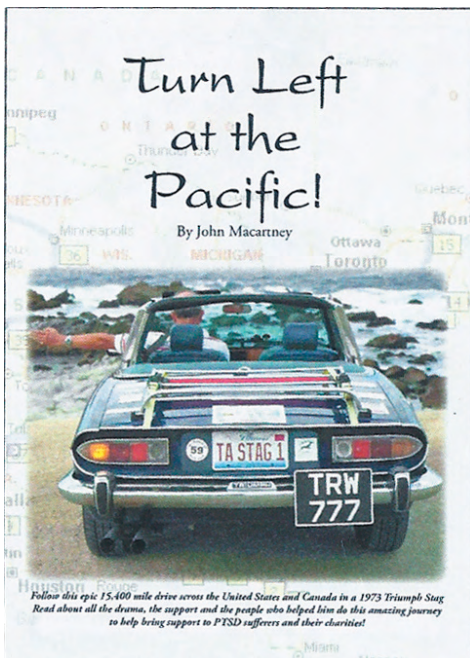
176 - memberships - 238 members

New Members

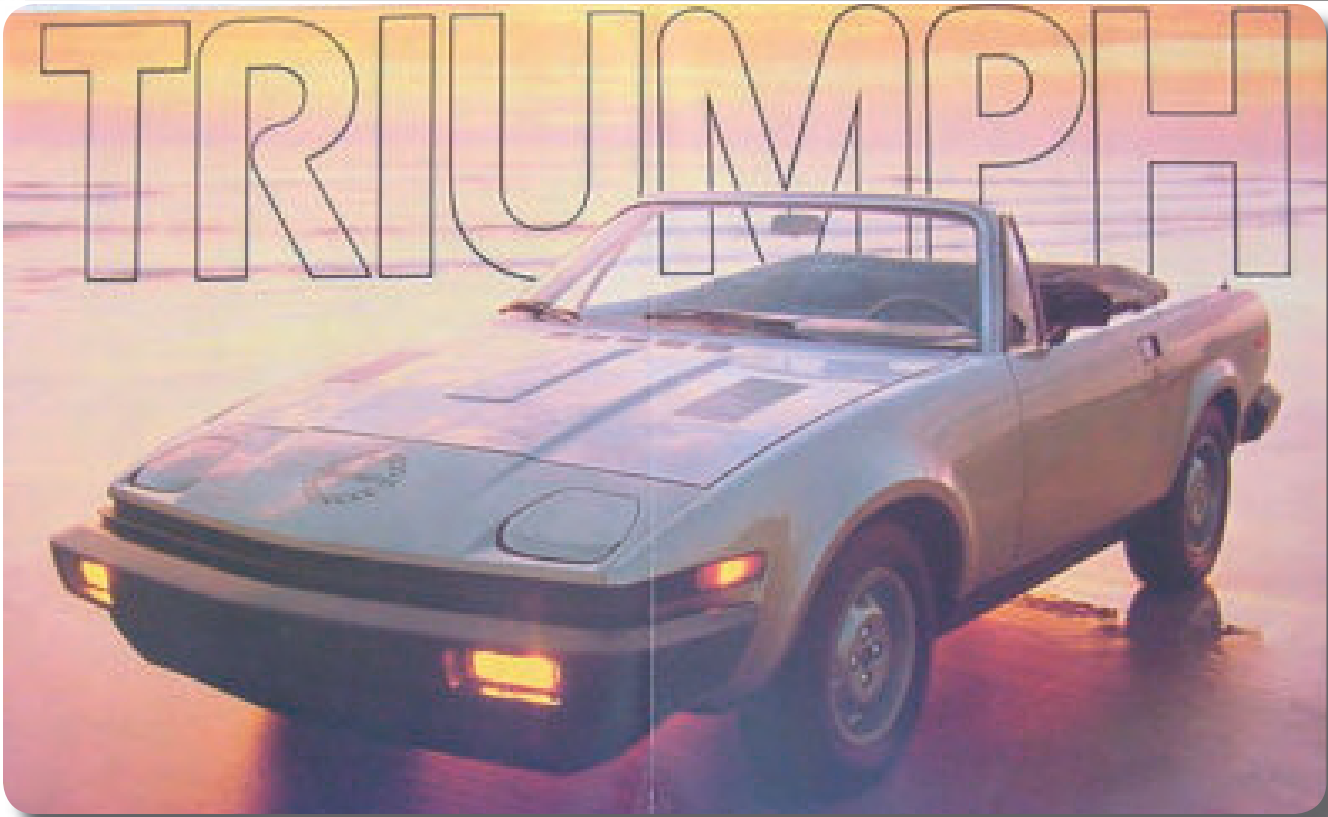
Ed Klich
22W649 Poplar Rd. Glen Ellyn, IL 60137-6909
H: 630 469-2745 Email: ecklich@comcast.net
76 TR6

George and Linda Hernandez
3081 Barnstable Ct., Aurora, IL 60504-3286
Res -.630 820-3913, Wrk - 630 930-3261
Email: hern55555@aol.com
77 Spitfire 1500

Tim Wietlispach
77 S Evergreen Ave Unit 308, Arlington Heights, IL 60005
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Now meet the TR-3! (left) In the TR-3 you'll find the... (middle) Now meet the TR-3! (right) Now meet the TR-3!

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