



SNIC

BRAAAPP

NOVEMBER 2011

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NEWSLETTER OF THE ILLINOIS SPORTS OWNERS ASSOCIATION

DEDICATED TO THE ENJOYMENT AND PRESERVATION OF TRIUMPH SPORTSCARS
CHICAGOLAND'S OLDEST AND MOST ACTIVE TRIUMPH ENTHUSIASTS CLUB
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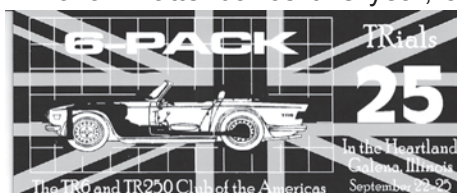
A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

GALENA SIX PACK TRIALS 2011

TEXT & GRAPHICS BY BOB "SUDS" STREEPY



THE 29TH ANNUAL SIX PACK TRIALS WERE HELD IN GALENA, IL, on September 23-6. The event was the third such occasion hosted by the ISOA team of Mark Moore, Ken Crowley, and Jeff Rust, who previously organized the conventions in 2000 [Rockford, IL] and 2004 [Door County, WI], and their collective experience showed in this year's well-run occurrence. Nearly 20 Coventry Irregular Triumphs [plus one ISOA MG] were among the 59 cars present in the parking lot of the Galena Ramada Inn. There were participants from as away as Florida, Canada, and Arizona in attendance this year, and everyone agreed



that this TRIALS were among the best ever.

The festivities got under way on Thurs-

day evening with the traditional welcome party which featured the infamous Six Pack "bottomless keg," a ritual dating back to 1982 when original Six Pack founder Len Renkenberger opined that "Triumphs and beer go together like a nun's knees." Even though the temperatures were a bit too cool for the group to enjoy the beautiful deck on the back of the hotel, the 6 Packers simply moved into the banquet room and partied on.

On Friday following the annual business meeting, a caravan of more than 50 TRs, mostly sixes and 250s, headed off on a 30 mile road trip to Potosi, WI, to tour the National Brewery Museum and research library and enjoy a tasty lunch in the



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- Cantigny
- LeMons Series
- Fall Colour Tour

Lots More Stuff



CANTIGNY



IT HAD TO HAPPEN sooner or later. After a car show/driving event season marked with consistently beautiful weather, the Cantigny show saw unseasonably cool and wet climatic conditions on Sunday, September 18th. The forecast had actually called for a nice day, but the rains began around 7:00 AM and never let up. Still, the wet conditions did not dampen the spirits of 20 or so Coventry Irregulars, many of whom gathered at stately Holekamp Manor in Wheaton for coffee before making the 10 minute caravan to the nearby site of *Chicago Tribune* publisher and tycoon Col. Robert McCormick's 500 acre former residence, which now serves as a beautiful public park and a museum.

2011 marked the 6th year of this popular ISOA event that generally marks the finale of the car show season. It has become a popular event due in large part to the spectacular grounds and the normally pleasant early fall weather. The

facility also features a nice gift shop and snack bar to complement the spectacular gardens and World War I museum.

The car show began around nine, and despite the inclement weather, the show field, while held down by the rain, still numbered in triple digits. The ISOA Triumphs filled up most of an entire row in the parking lot, and four or five other club members were scattered throughout the rest of the assemblage. The ISOAers huddled under umbrellas during much of the morning to take shelter from the repeated waves of precipitation and to commiserate. Periodically, a few would forsake the relative safety of the trees in order to take a look at the cars on display.

Like most car shows that are not marque specific, this one included a



wide variety of special interest autos, to include military vehicles, antiques, hot rods, muscle cars, tuners, and even a mid 90s mini van. One of the highlights was a 1956 Mercury equipped with the very rare "flame thrower" package that entertained the crowd by shooting fire out the exhaust pipes.



The event organizers moved up the balloting and called for an end to voting earlier than usual to allow folks a chance to leave early in time to dry out before the end of the Bears game, which, unfortunately, was over before it started.

Despite the cold, damp weather, virtually all of the attendees agreed that this is one of the premier car shows of the year and vowed to be back in 2012.

Suds

ISOA ON THE WORLD WIDE WEB

You can always get the latest news directly from the ISOA website: <http://www.snrc-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.

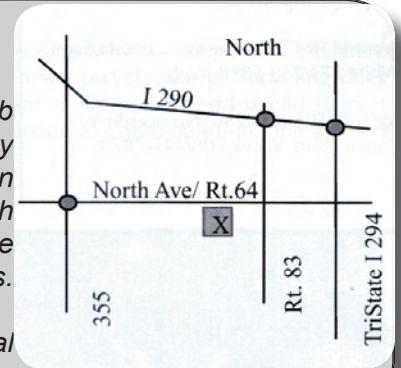
ONLINE ROSTER ACCESS INFO



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

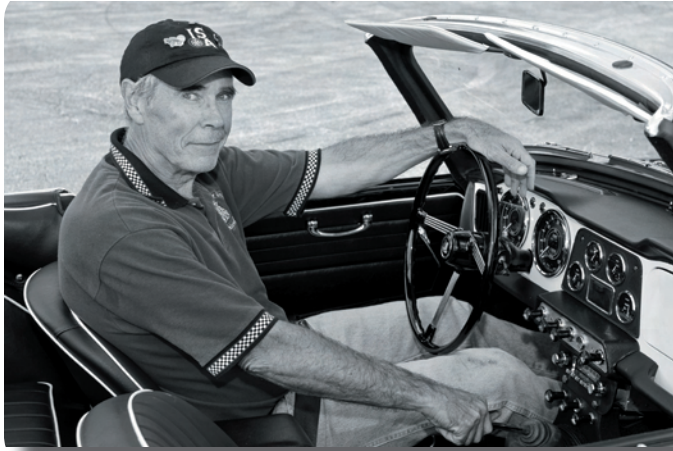
Month	Date	Day	Time	Event
NOV.	6TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	12	SAT.	8:00 AM	BODY/PAINT CLINIC, PAWLAK'S, 14N640 ENGEL RD., HAMPSHIRE
DEC.	4TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	4TH	SUN.	4:00 PM	2011 ISOA GO KART CHALLENGE III
JAN.	1ST	SUN.	10:30 AM	OUTER DRIVE HERO'S RALLY - NORTHERLY ISLAND, CHICAGO
	8TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] [NOT THE FIRST SUNDAY]
	TBA	SAT.	8:00 AM	CLINIC TBA
	21ST	SAT.	6:00 PM	BIG BASH, DESPLAINES ELKS CLUB,
FEB.	12TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] [NOT THE FIRST SUNDAY]
	TBA	SAT.	8:00 AM	CLINIC TBA
	TBA	SUN.		SWAP MEET
MAR.	4TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA	SAT.		CHILI PARTY
	TBA	SAT.		CLINIC
APR.	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA	SAT.		CLINIC

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

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A LITTLE BS FROM BS NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE
BY SNIC BRAAAP EDITOR
BOB "SUDS" STREEPY

IF THERE'S EVER BEEN A BETTER MONTH [or at least the first half of a month] for Chicagoland Triumphistae, your humble and obedient scribe is most assuredly not aware of it. It doesn't hurt that the initial fortnight of the month included the most spectacular stretch of weather ever witnessed by heartland humanity. October started out with the annual Casperfest Fall Colour Tour and Eating Extravaganza. This event has become a fall staple among the Coventry irregulars, and this year Kim and Judy outdid themselves by providing not only an exceptionally well planned and organized itinerary for the Saturday drive which included stops at a restoration shop, a lighthouse, a car show, and a private motorcycle museum. They even ordered up spectacular climatic conditions as a backdrop.

A day later on Sunday, October 2nd, ISOA members gathered for what was certainly the most well attended meeting of all time. The attendees turned out in force to meet and greet the namesake of the club's most coveted award: The Peter Roberts cup presented for Triumph Humanitarianism each month. The honor goes to whomever has done

something above and beyond the call of duty on behalf of another member and includes not only the honor associated with holding the trophy for a month, but more importantly to the recipient, a chit for a complimentary beverage from Cheryl, our beloved bar maid. The ISOAers were not the least disap-

pointed when it turned out that Peter M. proved to be an engaging and entertaining speaker, who held the interest of the assembled multitude while discussing his struggle with Sears to receive just compensation for his quick release socket invention. I think we can safely assume that Peter M. is most assuredly "one of us," and the decision made decades ago to name our monthly trophy in his honor was indeed justified. Following his presentation, he was awarded a facsimile of the ISOA award, and resident ISOA troubadour Jim Aldridge serenaded the crowd with a couple of tunes written especially for the occasion, which literally moved Mrs. Roberts to tears.

It was definitely one of the best meetings ever, and it set a standard that will be difficult to equal in the future.

The following weekend, the band of merry pranksters of predominately ISOA members, who prepared "Rusty Galore" the James Bondo LeMons race car, put the finishing touches to their TR7 and headed to Joliet to compete in the "Showroom Schlock" LeMons race at the Autobahn Country Club. The team of drivers along with a crew of supporters from the club spent Friday at the track dialing in the car and becoming familiar with the 2.1 mile track. It certainly seemed as if the preparations were about to pay off on Saturday when

the car completed more than fifty laps with only an occasional pit stop to attend to some nagging issues. Each driver got in some serious seat time, and the car actually passed some of its competitors and appeared to be holding its own in class before a serious rod knock forced it to retire. Nevertheless, after the rather dismal showing at Gingerman in July, the team took solace in the fact that the car showed some serious progress, and they vowed to return to the LeMons series, possibly with some additional cylinders under the bonnet next season.

Once again, the weather for the race was exceptional, and the crowd included at least a couple of dozen ISOAers who showed up to root for the lone Triumph entry in the race. After the conclusion of the racing on Saturday, member Jim Ferro, who is also a member of the Autobahn country club, was gracious enough to allow the Coventry Irregulars into his private trackside building where his collection of racecars was on display. He permitted his guests to roam through the building, which also has a great view of the track from the second floor balcony. Bill Jensen had whipped up a batch of some of the most delicious chili known to man, and there were ample supplies of cold beverages to slacken the thirst of the race fans. It was yet another example of ISOA camaraderie that makes our club such a great organization.

While I usually try to refrain from appearing to be an overzealous cheerleader for ISOA, it's difficult not to feel a sense of exuberance in a club that can pack so much activity into such a brief period of time, and I think the folks who attended the recent events of early October 2011 would certainly agree with the sentiment often expressed by a former SNIC BRAAAP editor: "This club Rocks!!"



ROAMIN' WITH ROMAN
BY ISOA PRESIDENT
ROMAN HRYNEWYCZ

at home. I am glad to say that it seems I was wrong on the part of the fuel price. Just about every event on our schedule was well attended, and ISOA had a large presence at various other non-ISOA organized proceedings. Touring with this club is absolutely outstanding and at the top of my list for keeping my Triumph in running order.

With it being nearly November, it is safe to say that the 2011 driving season has come to an end. Looking back, I have to say, what a year it has been! Early on the weather did not cooperate as we had an unusually cold spring, which placed a bit of a damper on club activities. As the year progressed, the temperatures eventually climbed to a comfortable level, but it was a bit damp. Just think of the deluge that many of us drove in to get to the Champagne show in Bloomington. Then the heat and humidity took over, but thankfully, that dissipated for those us who took part in the Breckenridge VTR. We had some remarkably good weather for the majority of that trip. For the most part, the driving events were very good, and the weather mostly cooperated. Some of you (the 2 or 3 people who read this column regularly) will recall that this past spring I was worried that the temperatures were not rising fast enough and that was curtailing participation, and the high cost of fuel was also keeping people

As I sit at my keyboard trying my best to compose a coherent thought, we are enjoying some very welcome warm days in the middle of October. This spell of comfortable temperatures made our last event of the season very well attended, if not entirely successful. Even though this outing was not an officially sanctioned ISOA event, I think that it deserves mention. The 24 Hours of LeMons race at The AutoBahn in Joliet enjoyed a large turnout of the ISOA faithful to cheer on team James Bondo, and they did their very best to entertain the masses. Alas, Rusty Galore was not entirely up to the challenge. After nearly a full day of racing, the much-maligned Triumph SOC 4 cylinder lived up to its reputation, and experienced a connecting rod failure that put the team out of the race. Speaking to team chief "Q," he had an opportunistic view on the day's developments. He said that all the 6 drivers who had been lined up to race Rusty had a turn behind the wheel before the engine let go. I have it on good authority that Team Bondo will be back, but they are done with the

4 cylinder Triumph engines. They are looking for a Rover V-8. Congratulations are in order for Mark and all of the members of Team Bondo who worked their tails off to try and get that car across the finish line.

Now for all of you out there who have non-operational cars, you now have an entire winter to get off your backsides and finish those projects so that you, too, may participate in all of the activities. If you have time on your hands, but no desire to work on your own car [or your car is perfect], I am sure Mark Fisher could always use more help with the race TR7.

The big thing that makes living in Northern Illinois difficult for a Triumph enthusiast is the brevity of our driving season. Winter around here, as you all know, can be brutal in its temperature and duration. Though driving is a big portion of what we like to do (read I), it is by no means the only thing that this club has to offer. We have an assortment of technical clinics scheduled to help everyone get their cars running or to keep them roadworthy, which we all know is a challenge for cars that are 40 and 50 years old!

As for me, I'm keeping my fingers crossed for a mild winter. I like to take my 6 out whenever I can as long as there is no snow or salt on the roads. The last few years that has not been possible, but there is always hope.

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 \$35.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

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

LEMONS - TAKE TWO

TEXT AND GRAPHICS BY BOB STREEPY



Seeking redemption from the somewhat ignominious showing [58th out of 60] at its maiden LeMons Series outing at Gingerman Raceway in July of 2011, Rusty Galore, the clapped out TR7 prepared by a consortium of racers and wrenchers made up primarily of ISOA members headed off to the Autobahn Country Club in Joliet, Illinois. The group, known as Team Bondo, sought to exact a certain measure of salvation in their essentially stock Triumph over the weekend of October 8 & 9. At Gingerman, the team suffered a blown head gasket in its 14th lap and vowed to return to the series and do battle with the diesel powered Chevette that had beaten them out. A post mortem revealed that head bolts were stuck to the head and even though the team torqued them to the proper specifications, they were actually only torquing the studs, not the head. This, ultimately, sealed the engine's fate at Gingerman by causing the cooling system to fail.

Team steward, Mark Fisher, weighed his options after the misfortune at Gingerman and considered replacing the Triumph powerplant with a Ford Duratech engine, but eventually he decided to take advantage of a race prepared TR7 motor offered by Ernie Husman. The motor had powered an SCCA TR7 race car in the 70s and would actually be the third TR7 motor to eventually be installed in the car. Even though this engine had been race readied, that preparation had taken place some years ago, and the engine had not been put away with long term storage in mind. Consequently, there was rust in the cylinders. The team honed the cylinders, cleaned the oil passages, installed new gaskets, rings, a T.S.I. race cam, bigger radiator, electric water pump, electric fuel pumps, and new tappets. Unfortunately, the engine had stainless o-rings in the block to supplement the gaskets, and

they could not be properly torqued, thus preventing the coolant from remaining inside, vs outside, the engine. After a considerable expenditure of time, the team discovered that their efforts to use this engine were in vain, so out it came and the original engine, now sporting the head from engine #3 went in; it was the 5th installation in 8 weeks.

The team loaded up the trailer with tools, spares, and other race essentials [i.e. beer] and headed to Joliet on early Friday, August 7th. The LeMons Series rented out the 2.1 south track at Autobahn Country Club for the weekend and just under 100 teams with names such as "Team Underpants," "Skid Marks Racing," and "Little Douche Coupe" entered the race. The cars themselves ranged from Crown Vics and Caprices to Civics and Neon and included several BMWs and even a Porsche. On Friday, all the cars were subjected to a rigorous safety check by track officials, as well as a separate LeMons inspection for any improprieties. While the mood of the lemons series is lighthearted, they take the safety of the drivers seriously, and any miscreants are subjected to fines [which go to charity] and humiliation, i.e. wearing a sandwich board through the paddock stating, "I will not pass on yellow."

Rusty Galore passed the tech inspection with flying colors and received an official LemOns spray painted stencil on its bonnet. Drivers Karsten Kell, Kurt Minster, Peter Schopperly, Roger Briggs, Lorrie Ann Fisher, and team chief Mark Fisher spent much of the day shaking down the car and familiarizing themselves with the course, while crew members Frank Cartright, Chick Montague, Tim Mantel, and Roman Hrynewycz made various tweaks to the freshly installed semi-stock engine. They sealed up an exhaust leak, sorted out a high RPM miss, tracked down an electrical discharge issue among other things and pronounced the car ready for competition.

Saturday morning, Jay Lamm, the principal force behind LeMons racing, held a driver's meeting, again emphasizing the safety factor and dismissed the teams to their cars to prepare for the start scheduled for 10:00 AM. A few last minute snafus kept Rusty in the paddock for a couple of minutes before it

finally took to the track, but once there, it purported itself well. Each driver was allowed 10 laps before pitting to change. Early on, a recalcitrant transponder, used to keep track of laps, was replaced and the alternator was swapped out due to a broken diode tab; otherwise, the car was running well and holding its own. After about 40 laps, however, it began to stumble and lose power, and Lorri Annwas forced to pit. The fuel filter was clogged with sediment and changed out, and hopes were high that the all would be well. Unfortunately, late in the afternoon, after about 50 laps, the car developed a knock in the engine that Mark suspected was the result of a con rod failing. Reluctantly, the team decided to withdraw from the race, after seriously debating pulling an all-nighter and to replace the bottom of the engine. All things considered, the car performed reasonably well. The cam, header, and fuel injection woke the engine up, and it turned some very nice times, breaking the 2:10 barrier on one lap.



The team, along with many of the ISOA race fans, adjourned to the nearby trackside building of Jim Ferro for a delicious chili supper prepared by Bill Jensen. The building itself was worth the price of admission. On display inside was a collection about 20 of Jim's race cars, including a Ferrari, Morgan, and a Marcos, plus a TR3 and a '59 Buick. We lingered on the balcony overlooking the track and speculated on plans for Rusty's 2012 season. An autopsy on the engine should be available at the November meeting, along with plans for a replacement powerplant. Highly placed reliable sources tell Snicc Braaapp not to be surprised if the number of cylinder under Rusty's bonnet will be doubled by the next time it takes to the track, and the car's nickname will be changed to "Octopiston."



ISOA FALL COLOUR TOUR

TEXT BY JACK BILLIMACK
AS TOLD TO BOB STREEPY

GRAPHICS BY DENISE
ALGIER & JACK BILLIMACK

On a spectacular fall weekend, a large contingent of Coventry irregulars crossed the Cheddar Curtain to enjoy the hospitality of ISOA fall colour tour hosts Kim and Judy Casper. The flatlanders were not disappointed, as once again the hosts provided the guests with a delightful weekend complete with an interesting variety of people and places in the southeastern WI area.

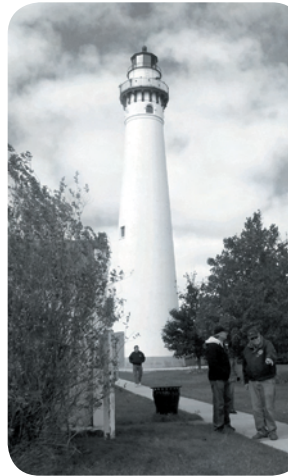


Things got underway on Friday, September 30, when the early birds arrived and joined the hosts for a delicious dinner at a local restaurant. The majority of the fall tourists showed up Saturday morning where they were treated to coffee and pastries courtesy of the hosts. The entourage consisting of about 14 Triumphs, along with a couple of cars from the Milwaukee area invited by Kim. The ISOAers included Steve Yott and friend Mona, Jim Doerring and Cheryl Holmes, Jack and Barb Billimack, Murray and Joan Bruskin, Rick and Sue Paulson, Denise Algauer, Thanos Kourlieouros, Roman Hrynewycz, Don Sheldon, Chuck Montague, and Ken and Arleen Kedzy.



The group headed out around 9:00 AM to Valenti Classics, a service and restoration shop nearby. The proprietor offered the group some refreshments and showed the group around the facility where various special interest cars were undergoing maintenance, repair, and/or restoration in the two buildings.

The little caravan then headed off to the Wind Point Lighthouse to enjoy some spectacular scenery along the shores of Lake Michigan. From there, it was off to Racine where a street festival was taking place. The event included a car show,



and Kim had prearranged for the Triumphs to be on display at the show in a reserved spot of prominence. The group spent an hour or so showing off their cars and answering questions before moving off to yet another destination that Kim had arranged to visit. He had contacted a local motorcycle enthusiast who opened up his private museum of roughly 200 bikes to our group. Despite the proximity to



Milwaukee, home to the Hog, the collection included no Harleys and leaned heavily toward exotic Italian two wheelers. The Triumphistae spent some time admiring this very interesting exhibit before calling it quits and returning to Casper's for dinner.



The hosts had prepared a Wisconsin shrimp boil, replete with corn on the cob and all the fixings'. It was an epicurean delight and even noted restaurant critic [and recent Corvair aficionado] Murray Bruskin was impressed. From there, the group adjourned to the veranda of Chez Casper to enjoy a picture postcard sunset before most returned to the flatland. However, a pair of hearty souls opted to camp out on the grounds. Rick and Chuck pitched their tent on a location now officially referred to in the ISOA archives as "Spitback Mountain" for the evening.

Once again, the club is in debt to Kim and Judy for organizing and hosting this outstanding event. Our club is indeed fortunate to include people who are so willing to provide members with such wonderful hospitality and our collective thanks go to them once again.



VTR 2011 Part II
TEXT & GRAPHICS BY
IRV "ELWOOD" KOREY



IT WAS WEDNESDAY AFTERNOON (AUGUST 17th), and we had just arrived at the Beaver Run Resort, Breckenridge, CO, site of this year's VTR National Convention. We split up to check into the hotel as well as register for the Convention. The Beaver Run Resort is a huge facility with rooms in 5 different buildings. Once we were checked in and registered, we wandered out to the main parking lot to meet and greet and check out the cars. This is always an especially good time for me, because I get to see people and cars that I haven't seen in a while, as well as meet new people and their cars.

The Convention began with a welcome party. The weather was pretty close to perfect, and most of us were outside. The open bar did a brisk business, and the food, which was primarily appetizer type stuff, went even faster. We hung out for a while, then grabbed some sandwiches at a snack shop within the resort and headed to our room. Several of us had opted for 1-bed-room suites, as they were the same



price as regular rooms. These made for excellent gathering spots. The ISOA contingent assembled for a pleasant evening of conversation and re-hydration. That mountain air is dry, you know.

There were many activities to enjoy on Thursday. Participants could do a TSD rally, a driving tour, and/or the funkhana. I had been asked by a friend in the host club to assist with autocross tech inspection, and that occupied my morning. After my shift was done, we watched the funkhana for a while. There were some interest-



ing elements to the funkhana, some of which included jumping over hurdles, carrying a dummy to your car, then reaching in the dummy's pocket to retrieve your car keys, then doing the driving portion of the funkhana. After all of the driving was finished,



the participants had to put the dummy on a stretcher and carry it to the finish line. It was pretty entertaining. Later that afternoon, the ISOA group along with Detroit Triumph club friend Skeeter Bond, headed to Vail. For some, it was their first time in Vail. For others, such as President Junior, it was the first trip back to Vail in many years. We walked around Vail village for a couple of hours and then



headed further west to Avon. My son had worked in Avon for a couple of years, cooking in a fine dining restaurant, and our group had opted to eat there instead of the Convention event of the evening, a barbeque. Good choice, as we had a really fine meal. When we got back to the resort, Junior and I decided it was too early to go to sleep, so we walked around the resort looking at the cars. It was as close to parking lot patrol as we would get to at this Convention.



The highlight on Friday was the car show. As always, there were judged cars as well as participants' choice. The cars were arrayed in a city lot along a river walk in downtown Breckenridge and attracted a large group of spectators. Every year the cars seem to get better and better. Among the highlights for me were Duncan Wood's Southern Cross (which he drove in the autocross on Saturday), a 2000 Roadster, a Mayflower, many terrific Stags including Uncle Jack, and 2 small bubble TR4's that were parked next to each other. And of course, there were many TR250's and 6's.

Friday evening we were on our own. About 20-25 of us, ISOA



peeps as well as others, gathered in one of the suites and consumed some of the booze and snacks that were leftover from the gathering in my room. After that warm up, we took advantage of the shuttle service between the resort and Breckenridge business district and headed to dinner. We ended up at a sports bar



type of place, where several of us were observed consuming flights of different beers. The chow was good, too.



Saturday's main event was the autocross. The autocross site was a big lot with room to get some serious speed, only to have to haul it



down in a hurry to make the next turn or gate. In other words, it was a typical well-run autocross. A local autocross club supplied timing equipment and pylons, and there were often 2 cars running at the same time. This efficiency made it possible for all of the cars to get their runs completed in a reasonable amount of time. Brian and I observed the autocross for a while,



then went on the scenic tour that we had not been able to do Thursday. It was a great drive in the TR6. We drove to Loveland Pass (elevation 11,990') and looked down on the Eisenhower Tunnel. Saturday night was the awards banquet, and several of our group scored awards throughout the evening. And then, in the blink of an eye, another VTR Convention came to a close.

There were 5 of us in the return caravan – 2 Stags, a TR8, and 2 TR6's. With the Stags in front and

the TR8 on the back door, President Junior and I felt like the inline 6-cylinder meat in a V-8 sandwich. The drive home was almost completely uneventful. Toolman's TR8 had an ignition problem and would randomly quit running. We only had to pull over once; every other time he was able



to get the car restarted on the fly. We easily made it to Lincoln, NE, the first day, and we were all home by Monday evening. It was a terrific 8-day TRip with some of the best people you could ever hope to TRavel with. Next year, the VTR National Convention will be held in Galveston, TX, in late October. I hope some of you will join me there.



Elwood



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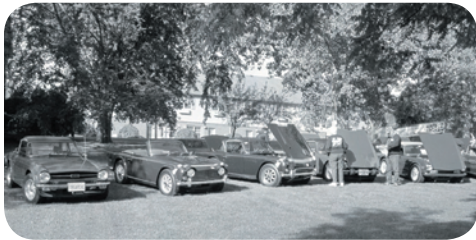
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continued from page 1

restored pub that once housed the "Good Old Potosi" brewery. Besides the hostelry, the facility houses a gift shop and a very interesting display of brewing artifacts.



After lunch, the group returned to Galena to prep for a combination scavenger hunt/pub crawl in quaint, downtown Galena. The hosts had arranged for a trolley to transport the conventioners from the host hotel parking lot to Main Street in Galena. Along Galena's trendy main drag, there are numerous restaurants and bars, along with other shops which are intended to separate the tourists from their cash. The event organizers had designed a "name-the-parts" game, but the new twist was that the parts were cleverly hidden in different establishments. Those who missed out on the activity have no idea of how difficult and embarrassing it is to look right at a 250 sidemarker lens hanging on a wall and not detect it.

The following morning, the attendees parked their cars in designated areas on the grounds behind the hotel for the car show. The setting was beautiful, and although the forecast called for showers, the rain held off, and the sun even made periodic appearances throughout the morning. The venue was spectacular with a pond, an old stone foundation and a rustic barn providing a scenic backdrop for the Triumphs. The show ran from 9 until noon and featured numerous stunning cars in both participants' choice and judged concours.

Following the car show, the orga-

nizers provided the attendees with a turn-by-turn itinerary taking them along some very scenic two lane roads to one, two, or three wineries situated in the surrounding countryside. Those who opted to follow Jeff Rust even received a bonus award, courtesy of the county constabulary.

That evening the awards dinner was held in the Ramada banquet room. Cocktails began around 5:30 with a great meal an hour or so later. After the dinner, the organizers presented trophies to the Triumph owners in several categories. The ISOAers collected more than their fair share of hardware and included Jim Doering, Doug Larson, Frank Cartwright, Mark Hattenhauer, Mark Anderson, Roman Hrynewycz, Jay Holekamp, and your humble and obedient scribe.

Following the awards ceremony, there was a pitch for the 2012 TRials scheduled for Welland, Ontario, on September 6-9, and then it was time for what many considered the highlight of the weekend – a performance by the world's greatest all-Triumph owner, parody band – The Spinal Tappets. The group was in



rare form on this evening and sounded better than ever, due in large part to sound man Mike Blonder. Despite the absence of lead guitar player Mike Konopka, who had a prior engagement, Silo, Stumpy Joe, Maestro, Wrongway, and Screamer played two fantastic sets that included many of the band's classics along with a couple of new tunes, including a new crowd favorite, "Trailer Queen," which might have caused a bit of well deserved awkwardness for some in the

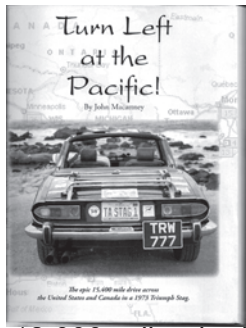
audience. Demonstrating the band's creativity, Jim Aldridge even spontaneously modified a few lyrics for the benefit of the guy who filled his TR6 with diesel fuel. Between sets, I attempted to amuse the crowd by mumbling a few verses of a little ditty that recounted Jeff Rust's encounter with a tollbooth barrier in Indiana that a few people apparently enjoyed. The band took its bows around 10:30, and some in attendance headed off for the final activity, the infamous Six Pack late night parking lot patrol, the chords of "Triumph Man" and "Losing My Transmission" still echoing in their heads.

On Sunday morning, there were handshakes all around as the attendees returned to their various home bases. The head proofreader and I opted to take a tour of some historic Galena homes before heading back to SNIC BRAAAP Towers which in hindsight might have been a bit ill-advised, since we didn't actually get on the road until around 12:30, just in time to hit a typhoon between Elizabeth and Rockford. On the bright side, we found out that Lamont, is fairly water tight.

Kudos to Mark, Ken and Jeff, as well as their significant others, for a job well done. Their organizational experience was in evidence throughout the event, and the Canadians have a lot to live up to next year to equal the Galena TRials.



Suds



The epic 18,000 mile charity drive across the United States and Canada in a 1973 Triumph Stag

John Macartney

\$40.00 [softcover 8 1/2 x 11]

340+ photos [color]

READERS OF A CERTAIN AGE may recall the old Certs “Two Mints in One” [It’s a breath mint. No, it’s a candy mint!] commercials of a few decades ago. *Turn Left at the Pacific* by friend of ISOA John Macartney is somewhat analogous in that it’s two books in one. It is a detailed travelogue chronicling Macartney’s odyssey across 31 states and 6 Canadian provinces to raise awareness for the struggle against post traumatic stress disorder in a restored 1973 Triumph Stag. It is also a treatise on debilitating effects that PTSD has had on countless individuals.

Macartney is very well-known among Triumph circles as frequent contributor to the Triumph internet message board. His posts are held in high regard since he grew up in a Standard Triumph household and spent much of his adult life in the British auto industry working for Jaguar, Standard Triumph, British Leyland, Land Rover, and Massey Ferguson. In addition, he was also the general manager of international auto parts supplier before becoming a consultant for numerous blue chip automakers. It was while in this capacity in September of 1980 that he found himself in the Persian Gulf region in the midst of the incredible violence that has marked that area for throughout recorded history. In Iraq he witnessed such carnage and bloodshed that his life changed forever, and he became a casualty of PTSD, although he didn’t yet realize it. It would take a quarter century and intensive treatment before he came to grips with

the condition. He discovered that the charitable organization responsible for his recovery was in dire financial straits and he undertook to raise money through a series of charitable drives around the UK. He reasoned that if he was able to raise cash in the British Isles, why not expand to North America and undertake a journey that would expose the need for PTSD funding to Canada and the United States.

Although the trip was first perceived by many as a pipe dream or even a scam by some, John persevered. With help from Colorado Stag enthusiast Glenn Merrill, a general itinerary was created that would allow Macartney to visit various British car clubs, give a presentation on his background with Triumph and also raise awareness of PTSD. Ultimately, over a period of six weeks he would address 46 car clubs, and roughly 5,000 people. More importantly, he raised \$45,000 which was divided among three charities dealing with PTSD – one in the UK, one in the U.S. and one in Canada.

After some deliberation, Macartney decided to drive a Triumph Stag on the trip. The Stag was originally marketed as a “boulevard cruiser,” and despite a reputation for unreliability in the 70s, by the 2nd decade of the new millennium, the problems that had plagued it had largely been solved. Nicknamed “Uncle Jack” in memory of the extremely popular Triumph racer, the late Jack Drews, the car was meticulously restored by members of ISOA in 2008/9 under the stewardship of Joe Pawlak. Despite a catastrophic transmission failure a week before its official unveiling, the car was repaired and delivered to Macartney in June of 2009 in Daytona Beach, FL, where the trip to raise awareness began. He averaged nearly 300 miles a day before arriving at the 2009 VTR convention in San Luis Obispo, CA.

The travelogue portion, which makes up the majority of the book, is much more than a diary of who, what, when, and where. It is somewhat akin to a later day Alexis de Tocqueville observation of American culture, only through the eyes of 21st century Brit. Macartney was totally bewildered by the American media’s obsession with the passing of pop star Michael Jackson, who died as

he was just starting his journey. He also quickly became a devotee of Wal Mart, and observed that American talk radio frequently seemed unconcerned with actual facts when spewing right wing vitriol about the current occupant of 1600 Pennsylvania Avenue. In addition to his cultural observations, Macartney also encountered numerous “colorful” characters, to include a motorcycle cop in NC who pulled him over for no reason other than to look at the car. The dialogue that ensued could easily have been taken from prototypical Hollywood stereotypes of southern police officers. He also came across a donor who was at first sympathetic to helping fight PTSD, until he found out that some of the money might go to help middle easterners, after which time he demanded a refund. Macartney also ran into a series of bureaucratic nightmares in America as well as her neighbor to the north, which made the fact that he was able to complete this trip all the more miraculous. But, compete it he did, and on schedule too. Despite challenges that might have prevented a less dedicated man, John rolled into the VTR convention grounds in October after racking up nearly 18,000 miles on a 40 year old car best remembered for its unreliability.

North American readers should realize that whenever reading prose by authors from ‘across the pond,’ the English and Americans are not only separated by a large body of water but also by a common language. Context clues will help in deciphering many of the colloquial expressions common in the UK but alien to Yanks, however there may well be some expressions that leave the North American reader puzzling over as to Macartney’s intent. These instances are fairly rare and, in my opinion, actually add to the charm of the book. The author combines dry English humor with his passion to educate the public about PTSD to craft an interesting account of his journey. The book should appeal to all Triumph enthusiasts, even those who may subscribe to Rush Limbaugh’s political sentiments, and will make a nice supplement to any Triumphist’s library.

Suds



REMINDER -

We will accept nominations for the 2012 ISOA Board at the Nov. meeting. If you or someone you know would like to run for a Board position, please plan to attend the next meeting. Elections will be held at the Dec. Meeting.



ANNUAL BIG BASH 2011



The Annual ISOA Party & Awards Night
 Saturday, January 21st, 2012
 Des Plaines Elk's Club
 495 Lee Street, Des Plaines
 [ph. 847/824-1526]

6:00 PM Cocktails
 [cash bar] & hors d'oeuvres
 7:00 PM Dinner

Entertainment by the Spinal Tappets

**2011 ISOA
 BOARD OF DIRECTORS**

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 rah_63@comcast.net

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 Publisher

BCU Mike Blonder*
 Reps Terri Underhill

*past president



ISOA Go Kart Challenge III

Sunday, Dec. 4th 4:00 PM
 [Before the meeting]
 2225 W. North ave
 Melrose Park, IL 60160





OCTOBER MEETING NOTES

BY ISOA SECRETARY

PETER "MAESTRO" CONOVER

NOT ONLY WAS THE WEATHER GREAT – a perfect fall evening – but anticipation was high for an exciting meeting featuring our special guest, Peter M. Roberts; a large turnout was expected, and ISOA did not disappoint. The October 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 member Bill Muren ('66 TR-4A) and recognized Dave Blakeman, who, although a member for 6 years, had recently acquired a '80 Spitfire and was attending his first meeting.

To allow ample time for our featured guest, the regular portions of the meeting moved along at a somewhat quicker pace than usual. In the Project Updates segment, Mark Fisher spoke on the recent progress on the LeMons car, running once again and prepared for the 24 Hours of LeMons to be held at the Autobahn Raceway October 7-9. Joe Pawlak informed us that the shell of historic Stag LE2 was now rotisserie mounted, and Lee Feder reported that his TR-6 was down to just the engine loosely mounted on the frame, that he had sourced a replacement body tub in Maryland and was making arrangements to transport it. As a side note, Bill Jensen inquired as to the whereabouts of the Club's hub tools.

In recent past events reports of which there have been many, I spoke on the Rt. 66 Car Show in Berwyn, which I encouraged ISOA members to participate in or at least come to see next year. Bob Streepy reported on the 25th Anniversary BCU Show at Oakton Community College in which, after implementing the vote counting, many ISOA

members won awards. Dennis Hill reported on the car show at the site of the former Meadowdale Raceway in Carpentersville, and once again, I promoted ISOA participation in the future at what I consider one of the most unique and pleasant events that I have attended. Bob Streepy spoke again, this time on the somewhat rain-dampened show Cantigny in Wheaton. Mark Moore spoke on the success of the 6-Pack TRIals last weekend in Galena (including the success of Jeff "Stalker" Rust in getting another speeding ticket). Last, but most certainly not least, Barb Billimack spoke briefly on the good time had by the participants of the Fall Color Tour and Campout hosted by Kim and Judy Casper at their Kansasville, WI, home.

As we approached the special component of this month's meeting, Bob Streepy gave a short history on how ISOA came to name its monthly recognition for Triumphant contributions to the club the "Peter M. Roberts" award, and Ed Krakowiak recapped his initially tentative outreach to contact Mr. Roberts himself that led to inviting him to participate in one of our monthly meetings. Not at all surprisingly, Peter M. Roberts turned out to be an engaging and entertaining speaker, as he recounted the situation he found himself in, having invented the quick-release socket wrench and having his patent infringed upon by Sears, his erstwhile employer, and the subsequent legal battles that stretched over 20 years to establish some of his residual compensation. Jim "Screamer" Aldridge fittingly closed



the presentation by performing 2 songs penned especially for the occasion, "Socket Man," and "Mr. Roberts(-uh)."

After a break, Jack Billimack ran down the waning list of future events for this driving season and touched upon some of the events to be held in early 2012.

It was announced that member Jerry Hurst was in the hospital and had just had a temporary pacemaker installed. We collectively sent good thoughts for our friend.

The raffle, drawn by Miss Josephine Fisher, was won by Sue Paulsen, who admitted that some of the items may perhaps be re-gifted for her husband Rick's birthday.

For this month's Peter M. Roberts award, Kim Jensen nominated Mark Moore for hosting the 6-Pack Trials, Bob Hansel nominated Frank Cartwright for helping to install his new convertible top and cover, and for providing various required clutch parts, and Bob Streepy nominated Ed Krakowiak for coordinating the special visit by Peter M. Roberts. In an overwhelming margin, Ed won the award and was able to have the trophy handed to him in person by its namesake.



Monthly Boomer nominations were made by John Kolton for Jeff Rust's speeding ticket at 6-Pack, and Bob Hansel self-nominated his attempt at hydraulic floor jack maintenance. But the certain winner was Joe Kaplon, nominated by Tim Buja, for daring to wear a Packers sweat-shirt to an ISOA meeting. The meeting was adjourned at about 9:05.

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 editor, and the board of directors do not endorse, recommend, or otherwise support, implicitly or explicitly, any commercial entity doing business in the Triumph-related domain. To place an add, please e-mail Bob Streepy at: trstreep@sbcglobal.net 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]

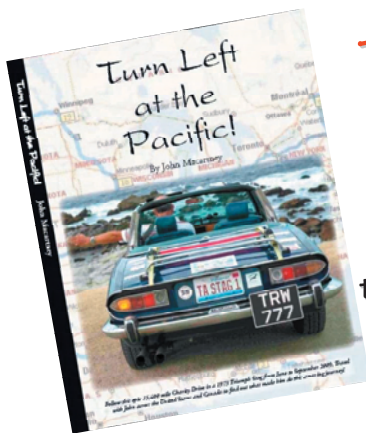
•**For Sale:** 1949 Triumph 2000 Razor Edge Saloon. Extremely rare. Runs well. For further details, photos, etc, call Bill Pyle cell ph. 630/846-4806. res. ph 630/773-4806. [9/11]

•**Wanted:** Usable transmission for '74 TR6. Larry Brown [brownlar@msn.com]:

Happy Birthday

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

- | | |
|-------------------------|---------------------------|
| Rick Lapinski 11/02 | Mark Costello 11/11 |
| Ray Gobberg 11/03 | Kim Jensen 11/13 |
| Don Sheldon 11/03 | Sheila Mantel 11/13 |
| Katherine Stevens 11/04 | Rick Crider 11/14 |
| Linda Hernandez 01/05 | George Dirkes 11/14 |
| Mark Stevens 11/05 | Pat Morgan 11/17 |
| Al Christopher 11/06 | Lorrie-Ann Fisher 11/18 |
| George Hernandez 11/06 | Jack Billimack 11/18 |
| Patrick Lobdell 11/06 | Nick Polykandriotis 11/27 |
| Joe Chandler 11/07 | Jon Ehrenstrom 11/27 |
| Joe Honor 1/10 | Kim Casper 1/29 |
| Dee Sikora 11/11 | |



TURN LEFT AT THE PACIFIC!

the WHOLE story of the

triumph trans-ameriCan Charity Drive 2009

Dear Enthusiast

This long-awaited book is now available for you to pre-order direct from the publisher!

The accompanying Pre-Order file (in .pdf format) with your email provides all the information you need to reserve your copy with the publisher if you live in Canada or the USA. For deliveries to all other world markets, please contact me by email (macartney.john@yahoo.co.uk) as payment for shipments to those locations will be handled by me from the United Kingdom. Additional information can also be found at www.triumphtransamerica.org.uk

In the event you decide to order a copy, please accept my thanks and I do hope you enjoy **TURN LEFT AT THE PACIFIC!**

Yours sincerely

John Macartney

**For special ISOA pricing contact
Joe Pawlak,
VI DataPrint LLC, 847/683-9683 x 111
joe@vidataprint.com**

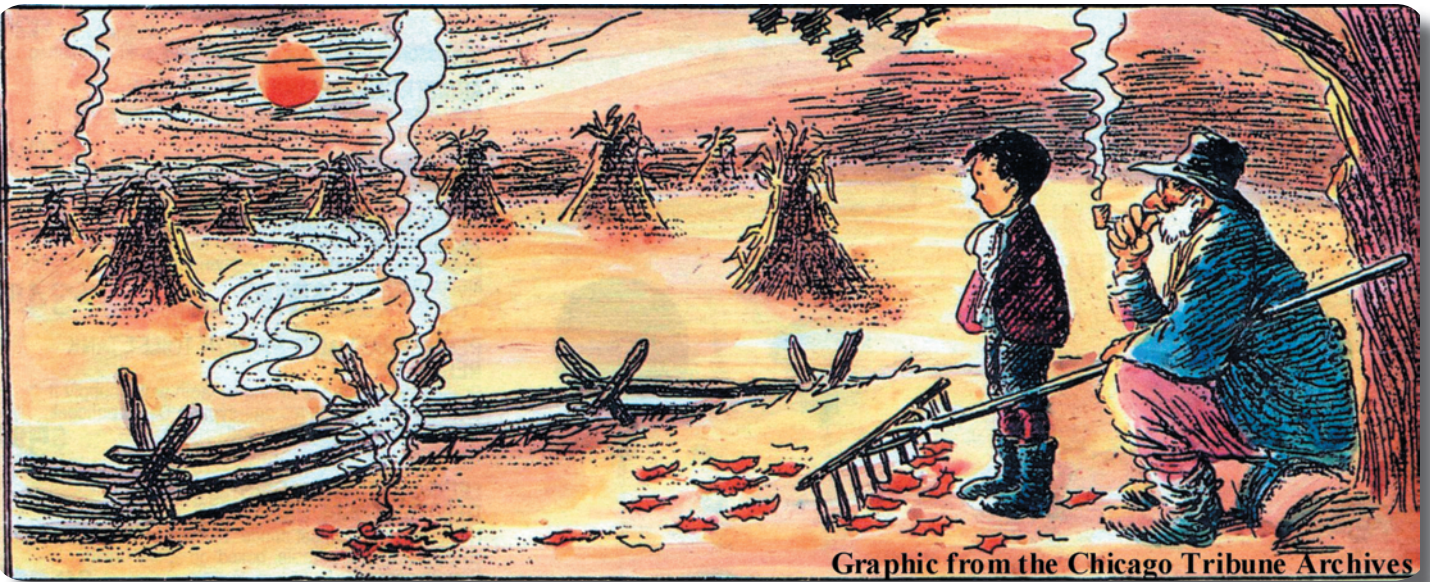
New Members

Jerry Kokosinski
800 Nicholson Dr., Hoffman Estates, IL 60192-4514
847 608-8814 - EMail: kokosij@ameritech.net
73 TR6

Bill and Chris Muren
23937 Countryside Dr., Minooka, IL 60447-9201
H: 815 521-9401 - EMail: wamuren@yahoo.com
66 TR4A

178 memberships - 241 members

Ed. Note: The text on page 15 of this month's newsletter was written by SNIC BRAAAPP's first editor Rick Dentino. "Engine Summer" debuted in 1975 and has appeared in every November edition of the ISOA newsletter since. It is a parody of a cartoon by John McCutcheon, a Chicago Tribune Pulitzer prize-winning cartoonist. 'Injun Summer' was a fixture in the now-defunct Tribune Sunday Magazine for half a century. The original text is available on line, and the actual cartoon may be viewed at the Chicago Historical Society.



Graphic from the Chicago Tribune Archives

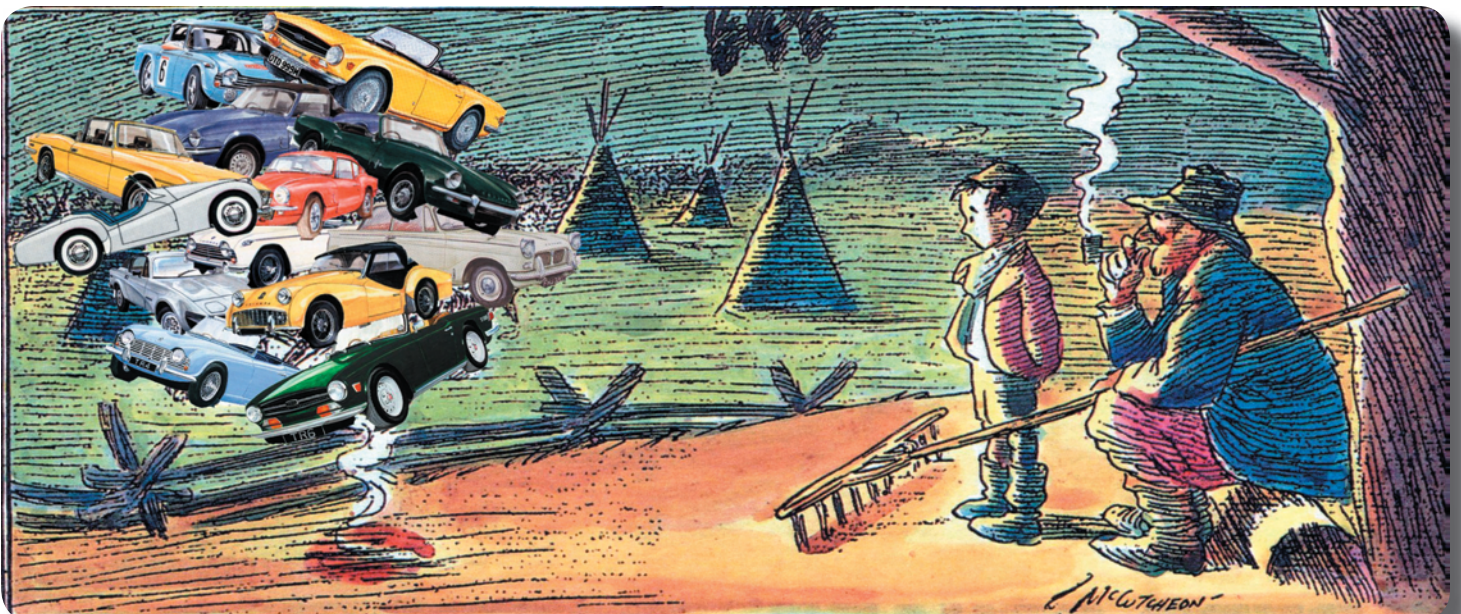
Yep, Sonny, this is sure enough Engine Summer. Don't know what that is, I reckon, do you? Well, that's when all the homesick ol' sportscar drivers come back to play. You know, a long time ago, back in your pappy's time there used to be heaps of fur-in roadsters around here - thousands - MILLIONS, I reckon, far as that's concerned. Reg'ler, sure 'nough European sportscars. None o' yer Japanese jobs - not much! They wuz all around here - right where yer standin'. Aw, don't be skeered — hain't none around here now, leastways no NEW ones. They been gone this many a year. They all went away and died, I s'pose.

But every year, 'long about this time, they all come back. Leastways their sperrits do. They're here right now. You can see 'em off down the roads. Look real

hard. See that kind o' hazy, misty look out yonder? Well, them's ol' sports car drivers. . . sperrits drivin' along with their tops down in the sunlight. That's what makes that kind of haze that's everywhere...it's just sperrits o' British car nuts all come back. They're all around us now. See off yonder; see them autocross cones? They kind of look like corn shocks from here, but them's cones, sure as yer a foot high. See 'em now? Sure, I knew you could. Smell that smokey sort o' smell in the air? That's the gas a-burnin' and their exhaust pipes a-goin'. Lots o' people say it's just leaves burnin', but it ain't. It's the leaded gas an' the nuts are a-tearin' around to beat ol' Harry! You jist come out here tonight when the moon is hangin' over that hill off yonder an' the harvest fields is all swimmin' in the moonlight, an' you can see the Triumphs an'

MG's just as plain as can be. You kin, eh? I knowed you would. J'ever notice how the leaves turn red 'bout this time o' year? That's jist another sign o' leakin' antifreeze. An' ever' once in a while some o' those lights flicker an' die out. That's Lucas wirin' for you. See here now - look at all them colors on the leaves. That's them lousy paint jobs. They rub off on everthin'! Purty soon all the car nuts'll go a-caravanin' away agin, back to that big gimmick rallye in the sky. But next year you'll see 'em troopin' back...the sky just hazy with 'em, an' their gear-boxes goin' SNIC, SNIC. . . an' their exhausts a-goin' BBRAAPPP jist the way they used to...away back in yer pappy's day.

Rick Dentino 1975



Snic

*c/o Bob Streepy
850 Kent Circle
Bartlett, IL 60103*

Braaapp

THE REAR VIEW MIRROR

NOVEMBER 2011



PETER CONOVER'S 1957 ASTON MARTIN MARK DB3