



SNIC

BRAAAPP

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NEWSLETTER OF THE ILLINOIS SPORTS OWNERS ASSOCIATION

DEDICATED TO THE ENJOYMENT AND PRESERVATION OF TRIUMPH SPORTSCARS
CHICAGOLAND'S OLDEST AND MOST ACTIVE TRIUMPH ENTHUSIASTS CLUB - NOW
IN OUR FORTY-FIFTH YEAR -

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

RUSTY GALORE NO CHUMP AT ROAD AMERICA

TEXT BY BOB STREOPY - GRAPHICS BY THE AUTHOR, LES TENSION PHOTOGRAPHY AND ERIC SCHNEEWEIS, WWW.SNOWYPHOTO.PHOTOSHELTER.COM.



Les Tension Photography

installed a set of lowered springs, which prevented the Rusty's proboscis from pointing skyward. They also shortened the driveshaft and did some plumbing modifications to the fuel system to accommodate the new drive train. The team also relocated the water pump, wired in a new electric fan, adapted the throttle to be compatible with the stock TR7 cables, modified the hood to house the new intake, and installed a new air filter and window net. They also cleaned any sediment from the inside of the gas tank and sealed it with "red cote" to prevent any particulate from clogging the fuel lines.

On Friday morning, April 20, Dave Shedor, Roger Briggs, Kurt Krutsch, Karsten Kell, Peter Schopelny, Mark Fisher and Lorrie-Ann Fisher, loaded the car, along with tools and spare parts, and headed to Elkhart Lake, WI, to compete in the Chump Racecar series at beautiful Road America. The team arrived that afternoon in unseasonably cold weather, offloaded the racecar, and

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THE THIRD TIME proved to be the proverbial charm for Team James Bondo

and "Rusty Galore," its race prepared TR7. After suffering the indignity of three blown engines in its two previous races, the team opted to replace the stock TR7 lump with a more reliable engine sourced from a Ford Focus circa 2004. The new double overhead cam power plant displaces 2 liters, has a ten to one compression ratio, and produces 136 hp. It is also about 200 pounds lighter than the stock TR7 motor, so with fewer pounds and more ponies, prospects appeared much brighter for Rusty Galore version 2.0

Over the winter, the team



INSIDE YOUR JUNE

SNIC BRAAAPP

- Tune Up Clinic
- Mitty Races at Road Atlanta
- Spring Breakfast Run
- Lots More Stuff



Les Tension Photography

went through the technical inspection. The car passed all of the safety checks; however, the judges decided that the adjustable shock absorbers put the car's value above the \$500 limit by some \$70. This assessment resulted in a seven lap penalty.

After passing tech, the team erected their tent in the pit area, parked the car inside, and stored their race gear away for the night. They then headed off to the Victorian Village in Elkhart Lake where they had dinner and retired for the evening.



On Saturday morning, the team made a few last-minute adjustments before attending the mandatory drivers' meeting. The Chump Race series, unlike the LeMons series, is relatively serious. Even though there is a cap on the amount of money that a team can spend on the car (safety equipment notwithstanding), the drivers were clearly more experienced, and the organizers and teams were not nearly as irreverent about racing as in LeMons. In the pits, there were no silly costumes or outrageous cars. Although there was clearly a sense of fun among the competitors, it was abundantly clear that each team was out to compete.

The race got underway promptly at nine with Kurt behind the wheel. Each driver would take a 50-minute

shift during day one of the two-day event. Each day would have a separate seven hour enduro race. By mid-morning, ISOA members Jim Aldrich, Jack Billimack, Mike Blonder, Mark Hattehauer, and Roman Hrynewycz arrived to cheer for team James Bondo.

Early in the afternoon, the brass elbow for fitting the oil pressure sender cracked, causing an oil leak, and Rusty had to pit for repairs. Once diagnosed, the situation was hastily remedied with no damage to the car. As the day progressed, the lap times decreased as the drivers settled in and became familiar more with the track, as well as the car.



For any readers who have watched [or better yet – driven] at Road America, it goes without saying that it is one of the most fantastic tracks in the country. The 4-mile circuit features numerous curves and elevation changes, along with long straight-aways that bring out the best [and worst] in both car and driver. Throughout the race, 007 was able to avoid swapping paint with any of the other 50 cars on the track, and at 4 PM, the checkered flag was waved, signifying the end of racing for the day. Team James Bondo finished 31st out of 50 cars - quite an improvement over the



Les Tension Photography



Les Tension Photography

previous endeavors at Gingerman and Joliet.

On Sunday, another seven-hour enduro started all over again at nine o'clock sharp. There were fewer cars, since several had succumbed to mechanical failure or as in the case with a Mustang, an encounter with the wall. The sequence of drivers was reversed from the previous day with Mark Fisher driving the first stint. Mark turned in a FTD that lasted until Roger Briggs turned in a 3:20 lap, nearly 10 seconds faster than the team average up to that point. [It should be added, however, that Lorrie-Ann Fisher spent much of her shift under yellow, and so one of Team Bondo's fastest hot shoes was denied a chance to really show her talents on day two.]

Once again there was a minor oil leak issue when the dipstick tube came out of the pan. This, too, was quickly remedied, and within 15 minutes, the car was back on the track none the worse for wear. 007 finished 31st out of 42 on Sunday, and according to team captain Mark Fisher it is now definitely a force to be reckoned with.



Photo by Eric Schneeweiss

Rusty's next outing will be at the Autobahn in Joliet on June 9 and 10th in a LeMons race. The team would like to extend an invitation to all club members to come out and support Team James Bondo.

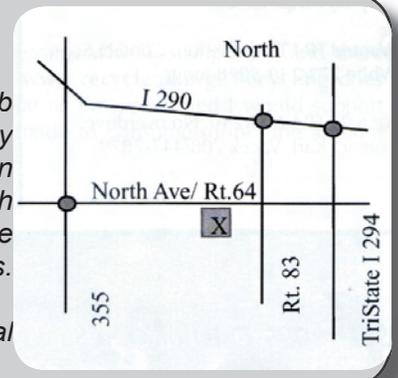
Suds



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

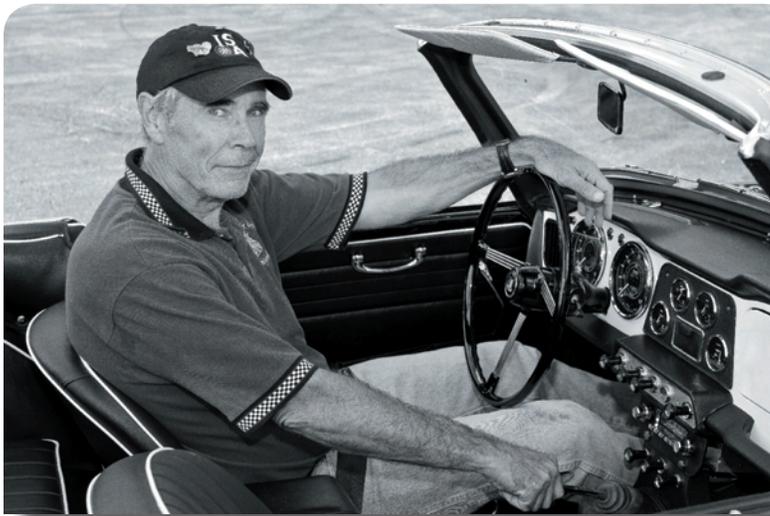
MONTH	DATE	DAY	TIME	EVENT
JUNE	3RD	SUN.		CHAMPAGNE BRITISH CAR SHOW - DAVID DAVIS MANSION, BLOOMINGTON, IL
	3RD	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	9-10	SAT./SUN.		SHORROOM SCHLOCK SHOOTOUT LEMONS ENDURO, JOLIET AUTOBAHN
	16TH	SAT.		BREAKFAST RUN TO BLACK HAWK FARMS & SPRING CAMPOUT - SOUTH BELOIT
	16TH	SAT.		MID-IOWA CAR CLASSIC - JOHNSTON, IA
	17TH	SUN.		WISCONSIN BRITISH CAR FIELD DAY - SUSSEX, WI
	20-23	WED./SAT.		TRA NATIONAL CONVENTION, LITTLE SWITZERLAND, NC
	24TH	SUN.		25TH ANNUAL MICHIANA BRITISH CAR SHOW, ST. MARY'S COLLEGE, NOTRE DAME, IN
	24TH	SUN.		FESTIVAL OF CARS - DOWNERS GROVE - WWW.ROTARYGROVEFEST.COM
29TH	FRI.		DRIVE IN MOVIE NIGHT - CASCADE DRIVE IN THEATER, WEST CHICAGO	
JULY	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	8TH	SUN.		MAD DOGS & ENGLISHMEN BRITISH CAR SHOW - GILMOUR MUSEUM, HICKORY CORNERS, MI
	15TH	SUN.	10:00 AM	BARRINGTON CONCOURS, MAKRAY MEMORIAL GOLF COURSE, BARRINGTON
	29TH	SUN.	TBA	TSCHAIKOVSKY SPECTACULAR OUTING TO RAVINIA - HIGHLAND PARK
AUG.	2-4	TH./SAT.		TRF SUMMER PARTY, ARMAGH, PA
	5TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	10TH	FRI.	6:00 PM	WHITE TRASH NIGHT - SYCAMORE SPEEDWAY
	19TH	SUN.		ORPHAN AUTO PICNIC - KENDALL CTY FAIRGROUNDS
	24TH	FRI.	5:00 PM	DOWNERS GROVE CRUISE NIGHT FEATURING IMPORTS
	26TH	SUN.	ALL DAY	GENEVA CONCOURS - CONTACT TOM MORGAN FOR CLUB PARKING DETAILS
SEPT.	2ND	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	6TH-9TH	TH./SAT.		SIX PACK TRIALS - WELLAND, ONTARIO

SNIC BRAAAPP® is the monthly newsletter of the Illinois Sports Owners Association, an organization dedicated to the preservation and enjoyment of Triumph Sports Cars. Pictures, descriptions or accounts from this publication may not be reproduced without written permission. Member submissions are welcome, but the editor reserves the right to modify content to fit the space available. Contributions received after the 10th of the month will probably appear in the following issue, if at all. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the author's and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP Questions, comments, concerns, or great thoughts should be directed to:

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Irv Korey, and Jay Holekamp,



A LITTLE BS FROM BS

NEWS AND VIEWS FROM THE BUSTED KNUCKLE GARAGE

BY SNIC BRAAAP EDITOR BOB STREEPY

THE ROAD TO HELL

HERE SHOULD BE AN ADJUNCT sub folder in the “no good deed goes unpunished” file category specifically for car guys entitled, “No apparently simple improvement over stock will work as well.” Case in point, I only did two things that were not showroom stock to my TR4 during its restoration. First, instead of using the stock seat cushion springs, which are similar to those in a TR3, in other words, miserable, I decided to use modern high-density foam instead of the metal springs. I also thought it would be a good idea to mount the outside mirrors forward on the doors so that the screw mount would go through the little lip at the front of the door to make getting to the mounting nut easier. My thinking was that by not having to remove the window winder, door handles, and panel, it would make any adjustments simpler. Wrong and wronger!

The foam was so damn hard and had so little give that my thighs did not fit under the steering wheel.

a pattern for new reproductions springs, only to have the guys in the big brown truck lose them.]

As for the mirrors, by mounting them so far forward, they lost any trace of usefulness, and I had to pull the doors, weld in patches for the first set of mounting holes and position them back where they should have been in the first place. This, of course, necessitated paint and body work that was not in the budget.

While we all enjoy an occasional chuckle over the foibles of the Coventry engineers and designers who came up with some of Triumph’s rather idiosyncratic achievements, there are some occasions when they got it right; to wit TR4 seat cushion and mirror placement.

ERRATA

In our angst to get to Elkhart Lake to watch Rusty Galore at Road America, it appears that we sent the wrong PDF to the printer for the May newsletter as pointed out to us by the head proofreader. On the cover, we failed to give a byline to Jack Billmack for the text and graphics for the Chili Party. We also misspelled “clinic” in the teaser box on the cover and left out the “General In “TR” est caption that should have appeared

Even after I sliced an inch off the foam, there was no clearance between my legs and the wheel. [I found this out only after I had sent my original to springs to the Roadster Factory to use as

on the top of page 8 – Caravanning Guidelines 2.0.” We suspect there are probably other typos too, but in the words of Tony Kornheiser, “We’ll try to do better the next time.”

GOLDEN QUILL

Once again, we are pleased to announce that SNIC BRAAAP was included among the recipients of the prestigious Golden Quill Award for car club newsletter excellence for 2010 given by the publishers of *Old Cars Weekly*. This is the 6th consecutive year that we have received the award [and probably the last if the reviewers look at the May issue]. Our sincere thanks to all of the numerous members who have submitted text and/or graphics for inclusion in the newsletter. We were the only Triumph chapter listed among the honorees. Keep those stories and pictures coming!



PICTURES

Speaking of photos, now that the driving season is once more upon us, please feel free to share any images of your Triumph for inclusion on the “Rear View Mirror.” Our portfolio of glam shots of club members’ cars is getting pretty low, and I’d prefer not to start recycling past images if necessary. Besides, admit it, you’d love to see your car in the newsletter, wouldn’t you? Here’s your chance. Besides, many of these photos will likely be selected for the 2013 ISOA calendar.

Suds



ROAMIN' WITH ROMAN
BY ISOA PRESIDENT
ROMAN HRYNEWYCZ

WITH THE NEW CAR SHOW AND driving season here, I, as well as many of you, am anxious to get out to explore new roads and get reacquainted with some old favorites. There are going to be some challenges to overcome in order for us to enjoy our time out on the road, not the least of these is the high cost of fuel. While there are many forces at work here to drive these prices ever higher, there is nothing that we as individuals can do about it other than insuring our cars are in peak tune so we get the most out of every drop of fuel we use.

There is, however, another great challenge facing us as we endeavor to tour the countryside. This obstruction not only costs us more in fuel used, but it also robs us of our time. This monster is all pervasive and usually employs stealthy tactics to make our lives more difficult. You may not be aware of its existence until it is right in front of you. This multi-tentacled monster of which I speak is the most dreaded road construction!

I know what you are thinking. Living in the Midwest, we only have 2 seasons, winter and road construction. While this really has been the case for as long as I can remember, it seems that the situation surrounding all of the work zones is getting worse. I doubt that anyone can explain the rationale behind much of the work being performed. For instance, the other day I decided to go and visit the Silver Lake Ultimate Triumph Centre (S.L.U.T. in short) and was astounded at what I saw. My route that day was via the over-priced tollway which encompassed I-294 by O'Hare airport and then I-94. Everyone who travels this corridor knows that these roadways underwent a complete rebuild which took 2 years to complete and was finished less than 1 year ago. I was astonished to find that around O'Hare they have lane closures and signs alerting all motorists to the fact that they are performing "Roadway Resurfacing." What, roadway resurfacing on 1 to 2 year old pavement? Why? Did they not get it right the first time? Or could this be that the Toll Authority has to justify the taking of extra money after the last extortionist toll increase? Further along in my journey, I encountered lane closures north of Lake Cook Road. This time the construction crews were cutting out large swaths of concrete. Again, this pavement is less than 2 years old. Why do they need to remove sections of it already? Is it maybe because the surface was too smooth and the

authority has to insure that everyone has a terrible and bouncy ride lest they forget they are in Illinois? Since I am not a civil engineer, I do not know the justification behind all of this rework, nor do I really care. As a taxpayer, it seems to me that we are being taken for a ride by all of the agencies that are in charge of maintaining the roads. No sooner is some road repaved to pristine condition then someone else comes along to put holes in it for access to this or that. Then it is covered with a lousy patch which sinks below the road surface to create an instant pothole making the road worse than it was before the resurfacing. Why is it that we can't build a good road around here and keep it in good condition for any appreciable length of time? I wish someone in authority would provide us with the honest answer to that question. Alas, I think I know the answer and why the government officials can't tell us the truth. If they did we would all revolt and come after them to throw them out of office, or at least I hope we would.

So as we all get ready to enjoy our time together caravanning from event to event. I would ask those doing the route planning to be a bit more diligent in trying to avoid construction zones if at all possible.

I hope to see all of you out on the road and enjoying your Triumphs!

Junior

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



2012 SPEEDFEST AT THE CLASSIC MOTORSPORTS MITTY

TEXT BY IRV "ELWOOD" KOREY AND JAY "CANNONBALL" HOLEKAMP
 GRAPHICS BY THE AUTHORS, DOUG LARSON, AND BOB LANG



AT DAWN ON THE MORNING OF 25 April 12, several ISOA members met at the Cracker Barrel restaurant in Merrillville, IN, to travel to Road Atlanta in north Georgia to attend the Classic Motorsports Mitty, a weekend of vintage racing, featuring Triumph, climaxed by the all Triumph Kastner Cup race. Jay Holekamp (TR4), Pat Lobdell (TR4), Steve Yott (TR4A), Irv Korey and Mark Hattenhauer (TR6), Doug Larson (TR6), Mark Moore (TR6) and Rick Paulsen (Spitfire) departed Merrillville and drove south on I-65 to Whiteland, IN, where we joined Mark Anderson (TR6), coming from his home in Michigan. We left the interstate highway at Cave City, Kentucky, and made our way south-east along secondary highways, mainly US 127, arriving in the early evening at Spring City, Tennessee, for our night stop. Most of the group (Mark Moore and Mark Andersen took a room in town) lodged at my Brother Art's house on Watts Bar Lake, and after a walk down to the lake and hearty supper of lasagna on the covered deck overlooking the lake, we were all happy to find a place to sleep.

The next morning we delayed our departure due to a spectacular but brief thunderstorm, complete with dramatic thunder, lightning and light hail. The two Marks overslept and we left Watts Bar Lake without them, joined by Art Holekamp (BMW motorcycle), and drove toward Braselton, Georgia, in

the vicinity of Road Atlanta. Our route took us across the Cherohala Skyway, a relatively new scenic road, stretching some forty miles from Tellico Plains, TN, to Robbinsville, NC. As we climbed up from Tellico Plains, elevation 860 feet above sea level, just as we passed the 3,000 foot elevation marker, we ran into exceptionally dense fog, such as I've seldom seen. What was planned as a magnificent scenic sports car drive in the mountains instantly turned into a harrowing, tedious, even dangerous, trek, creeping along at a slow, almost walk-speed pace, due to near zero visibility. We were all glad to finally reach Robbinsville and be out of the fog. After a barbeque lunch in Dahlonega, GA, and more travel on two lane mountain roads, we arrived at the Holiday Inn in Braselton in late afternoon. Chris and Griz Holbrook (Stag) and Murray Bruskin (Corvair Monza) had arrived earlier, and soon the two Marks arrived. Having been warned off the Cherohala Skyway, they detoured and crossed the mountains on the Tail of the Dragon (US 129). The hotel parking lot was filled with Triumphs - Kas Kastner walked through the hotel lobby. Clearly we were at the right place. We met Mike Bilick (TR4), Bob Steele (Corvette) and Dennis Delap (TR4 race car) at the track the next day. --Jay Holekamp

ROAD ATLANTA IS A WELL-KNOWN TRACK; it was home to the SCCA Runoffs™ for many years. This was my first trip to Road Atlanta since 2005, when I attended the TRiumph/MG Challenge in my TR4. When I drove there in 2005, no amount of studying the track map prepared me for the elevation changes and blind corners that make Road Atlanta a challenging and exciting race course.

Those factors, as well as a general lack of skill and courage, helped me make my way to the back of the field. Returning as a spectator, I discovered

that Road Atlanta has many excellent viewing areas from which the race fan can see large chunks of track.

Several of our group arrived at the track fairly early Friday morning, after the short drive from our motel. This year's Mitty had a unique combination of sub-events, all of which were intended to add to the fun of being there. In addition to the vintage races featuring TRiumph, which featured the awarding of the Kastner Cup, there was also a VTR Regional Meet. Additionally, the Mitty is also host to an annual gathering of 6-Pack members, who stake out an area inside corner 5, build a small village of campsites, and then proceed to consume more alcohol than an Indy car does during the 500. The VTR Regional registration was a real bargain – for \$63 you received entry to the track, entry in the peoples' choice car show, and 2 parade laps of the track. Most of us took advantage of that offer.

We found the registration building and picked up our tickets, then made our way into the track infield. We parked the cars in the designated TRiumph corral (there were no other TR's there when we arrived) and went looking for a place to watch the cars that were on track. The Mitty is a huge event, similar in size and scope to the Chicago Historic Races at Road America. This meant that there were many race groups and many high dollar cars in attendance, both on the track and in the spectator area.



There were enough TRiumphs and TRiumph powered racecars entered that they merited their own race group, and their first session was around 11:30. By far the fastest car in the group was the TR250K, the car that Kas Kastner had commissioned and then presented to TRiumph as his idea for the successor to the TR4a. Of course, we know what happened to that idea. I have seen the TR250K on track now several times, and it never fails to impress. It's a truly fast car, and once you hear it at wide-open throttle, you'll never forget the sound. In addition to the TR250K, there was a nice assortment of TR6's, 4's, 3's, GT6's, and a pack of crazy fast Spitfires. There was also a TRiumph powered Devin. Dennis Delap in his beautiful white TR4 with hardtop represented ISOA on track.



Bob Lang Photo

One of the harsh realities of racing is that sometimes shit happens, and it sometimes happens early in a race weekend. In this case, 2 of the TR6's crashed, and a GT6 and a Spitfire each suffered blown engines. The Spitfire with the blown engine only made 2 or 3 laps after towing down from Ohio. That's racing.

As the day went on, more cars made their way into the TRiumph corral. There were many more at various places around the track. It was hard to judge how many were there because they were everywhere, but they weren't together. We watched more racing, wandered the vendor area, ventured down a steep hill to the part of the paddock where most of the TRiumphs were, ate some barbeque, and then watched more racing. The TRiumph group went out again in the afternoon. It was great!

There were 3 highlights on the Saturday schedule. They were the featured race of the weekend, the Kastner Cup race, the VTR Regional Meet car show, and the TRiumphs only parade lap of the track.

The TRiumphs were out early for qualifying, and yet another engine blew. This qualifying session set the grid for the Kastner Cup race, which was to take place in the early afternoon. The TR250K qualified almost 3 seconds faster than the 2nd fastest car. If the 250K finished, it was going to win.

The TRiumph corral was moved to a larger space, and the cars were lined up by model for the peoples' choice car show. There were close to 100 TRiumphs lined up there. After the show, it was time to line the TRiumphs up for the parade laps of the track. We counted about 125 cars in line for the parade laps. I rode with Guzzler in the yellow screamer. Seeing the track from the drivers' vantage point was a real eye opener for him. You just don't get the same perspective from the spectator areas. It was fun for me to ride with Guzzler and listen to his reaction to the track. I'm not a fan of blind corners and never got comfortable there in 2005.

While there were several excellent battles within the Kastner Cup race, the winner was never in doubt. There was a great battle for 2nd between a TR6 and a TR3. The 3 actually passed the 6 in traffic near the end of the race, but the

6 re-passed and came home 2nd. Note that winning the Kastner Cup race does not win you the Kastner Cup. Mr. Kastner spends his time at the track viewing the cars and how well they are prepared, and then observes how well they are driven on track. He has a formula that he uses to determine the winner. I've attended 8 of the 10 Kastner Cup races, and Mr. Kastner has shared his criteria with me, so I had a pretty good idea who the winner might be. Many of us from ISOA made it a point to be in the tent for the Cup presentation. This years' winner was Randy Williams in a TR3.



We reviewed the race schedule for Sunday and decided we would go to the track for a couple of hours, and then head for home. On many tracks in the south, there is a period of "quiet time" where race engines are not allowed to run. Road Atlanta is one of those tracks. The quiet period, along with the schedule that kept the TRiumph group off of the track until after 4 PM, made our decision to leave early an easy one. Next year, the Kastner Cup race will be held at Road America in September. This is the Elkhart Lake Vintage Festival, and TRiumph will be the featured car, as it was in 1996. If the schedule remains the same as it has been the last few years, the Kastner Cup will be the same weekend as the British Car Festival. That means many of us will have to choose one over the other. Most of us who made the Mitty TRip have already decided where we will be next year.

SOME THOUGHTS ON THE TRIP:

Those of us who went are grateful to Jay Holekamp for putting together such an excellent road TRip for us. Not only did we get to drive on roads that were very similar to the Tail of the Dragon, they were much less congested. Plus, he arranged lodging and food for us, courtesy of his brother and sister-in-law. I don't have the words to describe what a spectacular house they have on a lake in Tennessee, and my photos don't do it justice, but it was a magnificent place to spend the night. Thanks for everything, Jay.

When we arrived at Road Atlanta Friday morning, it was the first time that

Doug Larson had ever been to a race-track. I think an appropriate description of Doug would be it was like watching a kid in a candy store. We're glad you were able to join us, Doug.

Speaking of Doug, we all (except for Doug) thought it was amusing that the only farmer among us was the last to awaken when we spent the night at Jay's brother's house.

Lowest gas price on the TRip was \$3.55 near Chattanooga. At the time, Chicago was averaging well over \$4.00.

We reached an elevation of 5385' on the Cherohala Skyway in Tennessee while in dense fog. Too bad all we could see was the sign.

•Rick Paulsen's Spitfire is crazy fast. I want a ride in that bad boy. --*Cur Lorey*

We left Road Atlanta late on Sunday morning and headed northwest along rural roads toward I-75 and home. Approaching Chattanooga, we saw two billboards advertising a Sonny's Barbeque restaurant ahead. We exited I-75 in downtown Chattanooga and didn't find the expected restaurant. Someone searched for Sonny's BBQ on their smart phone and came up with directions to what turned out to be a hole-in-the-wall BBQ joint behind a combination beauty shop-liquor store, deep in the ghetto. The joint was closed and there was the classic mean dog outside the front door – although he was so old I'm not sure the cur had any teeth. When



the suggestion that, "We get the hell out of Chattanooga," was made, there was instant unanimous agreement. We finally got our BBQ lunch at Mount Eagle, Tennessee, on I-24. We stopped for the night across the Ohio River on I-65, just into Indiana. The next door KFC was quasi-closed, so we bought our meals through the drive thru window and ate in the motel breakfast area. The remaining trip home on Monday was uneventful, although we encountered rain just north of Rensselaer. My trip odometer showed 1,822 miles when I switched off in my garage in Wheaton – a fine first TRip of the 2012 driving season and a great vintage race weekend. --*Jay Holekamp*



SPRING BREAKFAST TOUR

TEXT AND GRAPHICS BY JACK BILLIMACK
AS TOLD TO BOB STREEPY
GRAPHICS BY THE AUTHOR, DOUG
LARSON, AND DENNY STOCK



ONCE AGAIN, ISOA'S RESIDENT tour planner extraordinaire, Doug "Wires" Larson, out did himself in putting together a fantastic spring breakfast run. The 2012 iteration of this rich tradition began on Saturday morning May 19th at the Sunrise Restaurant in picturesque Monroe Center, IL, about fifty miles northwest of the metro area, i.e. Mack's Golden Pheasant. Some two dozen Coventry irregulars arrived for a morning meal around 8:00 AM including Doug and Debbie Larson [TR6], Pete and John (son) Ballard [MGB], Bill and Kim Jensen Spitfire 1500], Joe and Roseanne Felix [TR4A], Denny Stock [TR6], Mark Hattenhauer [TR6], Barb and Jack Billimack [TR4A], Jack

and Mary Lou Gleason [TR3A], Bob Crowley and Mary [Miata], Matt Krajniak [Spitfire 1500], Jerry Kasper [TR7], Frank Cartwright [TR7], John Shaw [TR6], Jeff and Karen Rust, Don Sheldon [Miata], Jim Aldridge [TR6], Mark Moore [TR4A] and his young friend Miguel. There was a minor mix-up when another car club showed up just before us, and the manage-



ment mistakenly gave them the private room Doug had reserved, but everything worked out without any significant loss of time.



After breakfast, Doug distributed a comprehensive, turn-by-turn route sheet and explained the general itinerary and time line for the day's drive. This would be the first test for many members who would be participating in their initial club caravan. Apparently, they had all had studiously familiarized themselves with Jack Billimack's revised caravan guidelines since



no one managed to get lost along the way or commit any grievous caravanning faux pax, thus sadly limiting the Boomer discussion at the June meeting

The first scheduled stop took place along the Rock River at Lowden State Park, best known as the site of the famous Lorado Taft of statue Chief Black Hawk. Bill Jensen used the layover to



add air to his newly installed air shock absorbers, which seemed to alleviate the rear suspension issues he had noticed on the drive to that point. The group briefly relaxed and enjoyed the sunny morning while overlooking the



Rock River and some snapped photos of the statue before heading back to their cars to resume the trek.

The group then drove by the recreated blacksmith shop of John Deere, who designed the lightweight steel plow that allowed the pioneers to transform the prairie into farm land in the mid 19th century.



The caravan pressed on for about an hour before taking a break in Amboy, IL, for a respite and to take in a small railroad

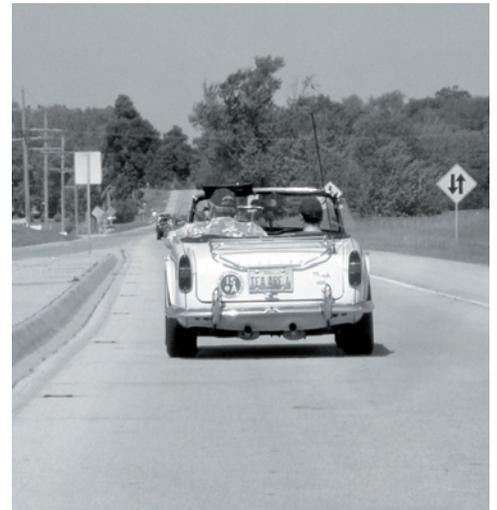
museum in the heart of town. On prominent display was a huge 19th century steam locomotive. It was during this breather that Jerry Kasper noticed that his TR7 was leaking fuel, which prompted an spur-of-the-moment repair session before the group headed back onto the road for its final leg of the tour.



From Amboy, the caravan headed to Bristol, IL, for lunch. By early afternoon, the weather had become quite warm, and the group was very relieved to reach the Bristol Tap where Doug had made arrangements for lunch. The proprietor was a very colorful individual who posted the bill of fare on a chalkboard and priced all of the entrees at the same amount in order to keep the bookkeeping simple. The place is a popular local hangout for the biker crowd and there seemed to be a steady stream of "usual suspects" coming and going and sampling the copious quantities of the brewer's art.



By the time everyone finished lunch, it was nearly three PM, and many from the group had to make their way home to tackle various and sundry household chores and "honey do" lists, but not before enjoying a few hours of Triumph bliss in the bucolic countryside of northwest Illinois.



Once our collective thanks go out to Doug for planning and organizing a great first club outing for 2012.

Spuds



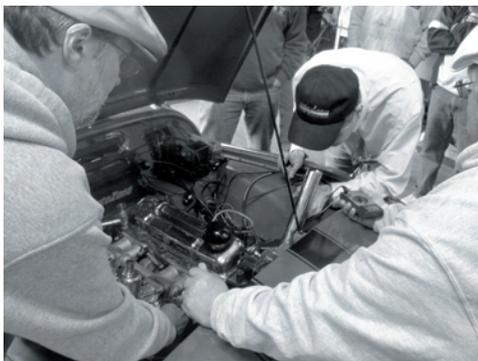


Bill" Jensen, Frank Cartwright, and Steve Haas attended to some 15 cars. It was universally agreed by the owners that each of the cars left Woodstock running much better than when they arrived.

Around midday, Mark ordered lunch from the nearby Jimmy John's, and after the food arrived, the group broke for lunch. During the break, Chris Mueller brought his late father's powder coating oven and blast cabinet to the shop for use by Silo and the James Bondo team.

SPRING TUNE UP CLINIC
TEXT AND GRAPHICS BY JACK
BILLIMACK AS TOLD TO BOB STREEPY

for fine-tuning, since major fuel or ignition issues should have already been resolved.



Throughout the day, some nineteen Triumphs were evident in Mark's parking lot. Things got underway around eight, and the early birds enjoyed coffee cake provided by Mark "Painless Hattenhauer with their coffee.

General ISOA tech maven Joe "Stagmeister" Pawlak prefaced the clinic with a brief chalk talk on clinic procedures. Joe also spoke about emissions, combus-



While Joe and his crew attended to the various Triumphs, several of those present spent some quality time on Team James Bondo racecar, Rusty Galore. Team members Dave Shedor, Roger Briggs, and Karsten Kell worked on some steering column issues and began to make some changes to Rusty's front suspension. The car was perched on the newly installed lift which had formerly resided at casa Pyle in Itasca, but has been relocated to Fisher shop, much to the delight of Silo.

ROUGHLY TWO DOZEN OF the Coventry Irregulars showed up in far northwest suburban Woodstock at the shop of Mark Fisher to participate in the annual ISOA tune-up clinic on Saturday, May 12. The clinic was the culmination of previous tech sessions on carburetors and distributors. The theory was that by diagnosing and repairing these components prior to the tune-up clinic, the cars would be ready



tion, etc. and demonstrated the new club engine analyzer which monitors ignition functioning. This year there were two gas analyzers in use during the course of the day, one that Mark Fisher usually provides plus another one that belonged to Yves Bode which clamps onto the exhaust pipe.

During the course of the clinic which lasted some 10 hours, Joe, Tim "Toolman" Buja, Bill "Mr.

As always, the tune-up clinic was an unmitigated success, and the beneficiaries of the club tech experts were indebted to Joe and his helpers for being so generous with their time and talent for the good of other club members.



Spuds



GARAGE TOUR

TEXT AND GRAPHICS BY JACK BILLIMACK
AS TOLD TO BOB STREEPY



THOSE ISOA MEMBERS IN ATTENDANCE at the May meeting received a blanket invitation from Scott and Sheryl Stier to participate in a garage tour organized under the auspices of the Model A Club on Saturday May 12. Regrettably, only Barb and I along with Adrian and Tedeana La Trace were able to take part. The event was most interesting, and I suspect would have been thoroughly enjoyed by anyone from the club.

Things started out at Scott and Sheryl's home in Huntley for the roughly 100 participants where they enjoyed coffee and donuts and had a chance to view the Steir's collection of Model T's and Model A's, their Spitfire, and their hemi-powered Rambler dragster. There were also some midget racers and antique bicycles to view

From Stier's home we proceeded to a nearby shop that specializes in restoring Model A's as well as various vintage cars. On that morning, the technicians were working on an early 20th century fire engine. One fellow was applying pin striping and gold leaf freehand. The shop actually reproduces parts that are no longer available and remakes originals using a sand casting technique.

Next, we traveled to the Small Wonders Micro/Mini car Museum in Crystal Lake. This was the same museum that we visited last year on our spring ISOA breakfast tour. More than 120 cars were on display, including Amphicar. The proprietors had actually increased their collection by some 20 cars since our visit in 2011.

After spending an hour or so at the Museum, the group had lunch at the Crystal Lake Portillo's. From there, they traveled to Cary to visit a fairly large building owned by a fellow who is a self-described "Gourmet picker." Among other things, he had amusement park rides, carnival manikins, old cars, trucks, motorcycles, bikes, etc. Of special interest to this reporter was a Crosley based Good Humor ice cream truck

Our final stop was in Barrington Hills at the 44,000 ft. estate of Jasper Sanfilippo. Mr. Sanfilippo has a huge collection of 19th century music machines. Many are the types that would've been found in taverns and so forth before the invention of radio. All of these vintage apparatus have been expertly restored and are in perfect working order. Many are from Europe and are virtually unknown in North America. There were numerous Edison phonographs on display, and the largest Wurlitzer theater organ in the world was included in his collection. The Sanfilippo has its own auditorium which accommodates some 200 people. The group was treated to a 15 minute organ concert and then walked to another building in which a late 19th century carousel was on display. Mr. Sanfilippo even granted permission to the participants in this group for a rare ride on a carousel, something that he seldom does for strangers. Besides the carousel, there were two restored Pullman cars, some industrial steam engines, and much more interesting ephemera than we had time to see.



From Barrington Hills we returned to Stier's home in Huntley for a barbecue and visited until early evening. It was a most enjoyable day. We got to meet some interesting people and see some very unusual attractions.



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

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

Spuds



DON'T BE CHEAP

By DAVE "RUMPUS" KANZLER

EACH WINTER I PUT MY TR6 in storage at the garage of a friend of mine. Since the cold weather shrinks the seals and causes all sorts of leaks, I'm usually dutiful about laying down a sheet of plastic under the car to keep her garage floor clean. Last year after removing the battery ,I realized that I'd forgotten the sheet of plastic. I walked over to the nearby Ace Hardware and since I just toss out the oily sheet each year (and being a cheap), I

bought a roll of the flimsiest plastic instead of the good, thick stuff which was a few bucks more.

Since the battery was already out, we just rolled the car back, laid down the plastic, and rolled the car back over it. I put the cover on the car, said my goodbye's, and went home secure in the knowledge that she was safely tucked away for the winter.

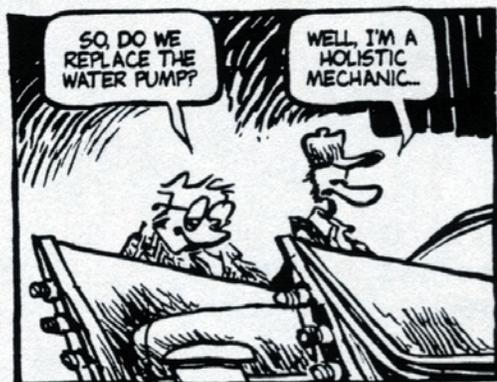
When spring came, my wife drove me to my friend's house whereby I installed the battery, topped off all the fluids and fired up the engine. All was well until

I backed up the car, and the rear wheels came off the top of the plastic sheet. I am not sure if it was the principles of Bernoulli, Newton, or Dyson which came into play, but in short order, the vacuum effect of the cooling fan sucked the plastic sheet into the fan blade and wrapped the sheet around the fan drive shaft. I heard an awful noise, my friend shrieked, and I shut down the engine.

Well let me tell you, getting a tightly wrapped large plastic sheet is no easy task. What was once a gossamer, ethereal, wispy sheet of plastic quickly becomes like carbon fiber when wrapped tightly around a rapidly spinning shaft. I tried cutting the plastic with a razor blade, but it didn't really work well with lack of leverage and the hardness of the compressed plastic. Luckily, my friend had a brand new tree limb saw (see picture), and I was able to hack, and hack, and hack at it with eventual success. I was careful not to cut the fan belt or any radiator hoses. No permanent damage done (except to my pride) but forty minutes of my life wasted to save a few bucks. Lesson learned.

Rumpus

SHOE





THE BLUES MOBILE GOES TO COLLEGE

TEXT & GRAPHIC BY ED KRAKOWIAC



THE YEAR WAS 1987, AND I WAS a enjoying year 3 of a 5 year stint at NIU in Dekalb. One day while walking to class, I spotted an ex-Illinois State Trooper police cruiser for sale. It was a 1980 Dodge Aspen 4-door plain brown wrapper (or white in this case). But it was really clean and had all the neat pursuit options that fascinated me. I was able to quickly unload my beat up 1976 Oldsmobile Cutlass Supreme to a local kid and purchase the state police cruiser for the tidy sum of \$1100.00 The Aspen came with the E58 power plant package, which means it had a 360 cu in engine and 727 torqueflite transmission. This was the last year for the 360 engine in any Chrysler car, and this particular car was one of only 594 built. The rest of the Chrysler, Dodge and Plymouth police cars that roamed the highways and streets at the time only had the anemic 318 cu. in. engine. It was fed by a Carter 4 barrel thermo-quad carburetor and topped off by an early 70's 440 dual snorkel air cleaner. It managed to produce a whopping 185 hp. Remember this was the smog and emission control era, but it was still enough to smoke

what was left of the Goodyear Blue Streak speed rated tires on the car. Some of the other unique options on my state police cruiser were heavy duty suspension with large diameter front and rear sway bars, staggered rear shocks, 11 inch rear brake drums, factory dual exhaust, certified speedometer, engine oil cooler, spotlight, dual belts for all the engine accessories, front bucket seats, huge dome light (for writing tickets), front and rear bumper guards, and dog dish hubcaps with holes drilled in them, which would supposedly prevent them from flying off at high speed.

Going down the road, the car looked the part from its fake antennae's mounted on the rear trunk (to replace the missing ones) to the "I SEARCH" bumper sticker which all police cruisers had at the time. So much, in fact, that coming home on I-5 (now I-88) the left lane would open up like Moses parting the Red Sea when motorists spotted me and my roommate Ray (a.k.a. Elwood) in the Aspen police cruiser in their rear view mirrors.

So convincing was my ex-police cruiser, that my brother, my roommate Ray, and I were out for beer run one night, and we spotted one of my brother's friends driving home from a nearby get together. We followed him for a little bit, then lit him up with the spotlight. He pulled right over to the side of road, rolled down his window, and began fumbling for his driver's license. At this point, we then pulled up next to him revealing our true identity. Then, we sped away leaving him in a hail of smoking tires spitting gravel.

Come to think of it, we probably did this guy a favor and sobered him up real fast for the remainder of his ride home.

In another Animal House-esque type prank, my roommates and I were hosting a Halloween party, and one of my roommates knew someone with a real coffin in their apartment that they were using as a coffee table. We thought the coffin would make a great resting place for our resident blow up doll "Roxanne." So the Aspen police cruiser was pressed into service to pick up the coffin. We securely fastened the casket on top of the trunk. In typical college fashion, I think we left it on the trunk for few days after the party while we drove around campus playing Blue Oyster Cult's "Don't Fear the Reaper" on the cassette player.

After a couple of years, it was time for the Aspen to go. I had my fun with it, but I could no longer afford its Bluto Blutarski thirst for unleaded which was a dismal 12 mpg hwy.

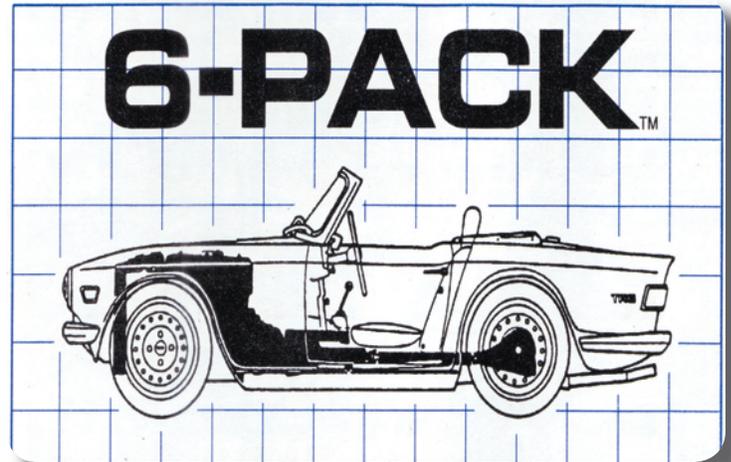
Before I unloaded the ex-state trooper cruiser, I subjected the car to one final beating of tire smoking and parking lot doughnuts. "Thank you sir, may I have another."



Ed



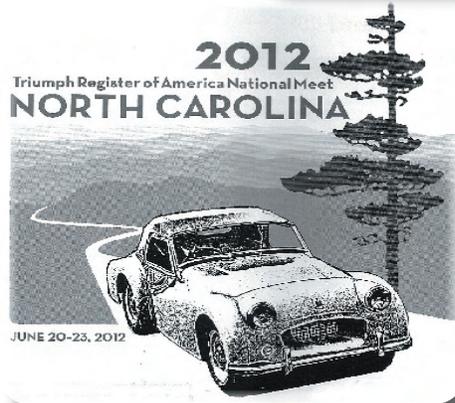
Oct. 28 - Nov. 2, 2012
Galveston Island, TX



TRials 2012
Sept 6-9 - Welland, Ontario



June 17
Sussex, WI



June 20-23
Little Switzerland, NC



25th Annual Michiana Brits
British Car Show - June 24, 2012
Saint Mary's College, Notre Dame, IN. Contact Larry Palguta (574) 288-3923



August 26th,
Special ISOA group parking has been reserved.
Contact Tom Morgan for details



Champagne British Car
Festival 2012
Sunday, June 3rd
David Davis Mansion
Bloomington, IL



The 2012 Mid-Iowa
Car Classic
June 16th - Johnston, Iowa
WWW.MIDIOWACARCLASSIC.COM.

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



BARRINGTON CONCOURS D'ELEGANCE

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

July 14-15, 2012

Makray Memorial Golf Club - 1010 S. Northwest Highway, Barrington



September 9, 2012 • 9:00am to 3:00pm
 Registration 9:00AM to 12:30PM
 Awards at 3:00PM
 Harper College, Palatine, Illinois
www.britishcarunion.com

Rolling Art on South Marion

@ Marion Street and South Blvd.



2012 Oak Park Car Shows

United Kingdom
 Thursday, July 26th
 @ 5:00 PM - 9:00 PM

Italy
 Thursday, August 23rd
 @ 5:00 PM - 9:00 PM

British Car Night - July 26

Annual ISOA Drive in Movie Night
 Friday June 29th
 Meet at Agustino's Rock & Roll Deli
 300 West North Ave at 6:30



22nd Annual Mad Dogs & Englishmen
 July 8th - Hickory Corners, MI



SUMMER PARTY 2012

August 2nd, 3rd, and 4th

The Roadster Factory Summer Party

Theme is "Frat Man"—Start Saving Old Sofas Now!—Tau Kappa Delta—Tappa Kegga Day



Dear Editor,
I have it on good authority that your group plans to host a national convention. I'm sure you realize that a considerable

amount of money will be involved in such an endeavor, and you'll certainly need someone with experience in handling large sums of money, I'm your gal. Even though I'm from a small town, I'm more than capable of dealing with hefty sums - the bigger the better.

Rita Crundwell
Dixon, IL



Dear Ms. Crundwell,

We do appreciate your generous offer to serve as bursar for the VTR convention, but please be aware that we are planning to hold the event several years hence. Based on your current situation, we doubt if you will be available at that time.

ED

PS - Say "Hi" to Blago if you run into him.

Dear Editor,



Our sources inform us that you plan to host a large gathering and that several heads of state will be in attendance. We suggest you coordinate all of your security

through our agency. As formal protocol, we will provide an advance team of trained professionals to make sure that none of these dignitaries is compromised during your convention.

Name withheld by request

Dear Director Johnson

We are flattered that you would provide a team of your agents to clear the way for our visiting "dignitaries," but we really don't feel that a bunch of VTR chapter presidents rate Secret Service protection. Besides, to the best of our knowledge, there aren't any houses of ill repute or strip joints doing business in the areas that we are considering, so, consequently, there wouldn't be too much for your "boys" to do before the convention. Besides, you guys have a lousy reputation for tipping.

Ed

Dear Editor,

I understand that you are planning a big party for your national organization. I have a great deal of experience in putting on such events and, in fact, my last couple of soirées were really fantastic. As luck would have it, it appears I'll be free to lend a hand. Call me, Martha



Dear Ms. Johnson,

While we would certainly agree that the GSA is well known for showing their people a good time, we suspect that 800 grand may be a bit more than even we would spend to entertain a bunch of out-of-towners. Besides, even if we did have that much dough to blow on a convention, that lady from Dixon, might get wind of it and blow it all on her horses.

I'm pretty sure that Terry Underhill can handle the welcome party and banquet just as well for a lot less. Maybe you should contact Lehman Bros. or J. P. Morgan Chase. They seem to have a pretty healthy budget for high end partying.

Ed



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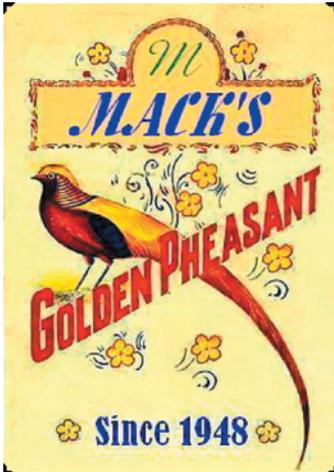
BCU Mike Blonder*
Reps Terri Underhill

*past president

May 2012

MEETING NOTES BY
ISOA SECRETARY

PETER "MAESTRO" CONOVER



THE MAY MEETING OF THE ISOA was called to order by President Roman Hrynewycz at 7:05pm, with Roman noting that going forward we're going to try to start the meetings closer to "on time." After Roman introduced the Board members in attendance, he asked if there were any new members present. Kurt Meyers introduced himself as an MGB owner and many of us wondered aloud if he had happened into the wrong club meeting. The few other ISOA members who also own MGs assured him he had not. We were also reintroduced to Jim and Toni Polczynski, who have a '61 TR-3 and had been ISOA members back in the first years of the Club.

In the project update segment, Lars Sullivan reported that he has been "adding various parts" to his TR-3 and hopes to have his car ready in time for the BCU Festival in September. Kim Casper's car is reportedly close to being finished. Lee Feder has finished pulling the useable parts off his car's frame, which then disappeared in about 30 minutes when left by the street for pickup. Matt Krajniak has removed the body panels from his TR-250 and is having the rust holes professionally

repaired. Lastly, Al Christopher has "made progress" on his car welding and recontouring the sheet metal.

In recent past events reports, Joe Pawlak spoke on the Distributor Clinic that he hosted. Attended by over 30 members, Joe reported that 14 distributors were "mapped out" (had their advance curves plotted). An impressive number, but nothing compared to the fact that, like locusts, the assembled members managed to consume almost all of the 125 pieces of chicken, 14 lbs of fries, and 8 lbs of cole slaw ordered from the Chick 'n' Dip. Mike Blonder and Peter Schoppelry reported on Rusty Galore's impressive showing at the recent Chump Car Challenge at Road America. A team of 7 drivers secured 31st place in both races with very few mechanical problems encountered. Roman commented that this was great to see after the many disappointments of last year. Jack Billimack and Joe Honor both attended the April "Coffee and Classics" in Winnetka and encouraged other members to do so in future months. Mark Hattenhauer spoke on the Mitty Races – Kastner Cup held recently at Road Atlanta and attended by a group of ISOA members who had a very nice trip there and back. Bob Streepy gave a most informative summary of this year's House On The Rock Tour and also recapped the history of this annual ISOA happening, always one of the most popular events of the year. Lastly, there were many testimonials on the positive transformations achieved at the annual Tune-Up Clinic, hosted again this year by Mark Fisher at his Woodstock facility.

Jack Billimack amplified and expanded on the Caravan Guidelines, which had been reprinted in the May Snic Braaapp, including some of the ways to best take advantage of CB radios while caravanning with fellow Club members.

After a break, Jack went through the list of the many upcoming events. With the driving season upon us, Jack focused mainly on those events occurring in the next month or so.

In the parts portion of the meeting, Kim Casper announced that he is still in need of one "eyeball" air vent, as well as the associated brackets.

The monthly raffle was drawn by guest Kurt Meyers and was won by Jim Thing.

For this month's Peter M. Roberts award, Joe Pawlak nominated Rick Paulsen for helping to reinstall the transmission in the LD2 Stag, and Mark Hattenhauer nominated Dennis Delap for giving up his car at the Mitty Races to John Nikas, who is currently embarking on a 50,000 mile drive through all 50 states as part of his "Drive Away Cancer" project. Dennis was voted this month's award. Then, for this month's Boomer award, Jack Billimack nominated Mark Hattenhauer for finding himself locked the men's restroom at Road America. In spite of my protestations that it wasn't really Mark's fault that he found himself in that situation, there being no other nominations, Mark was awarded this month's "honor."

The meeting was then adjourned at around 8:45.



Maestro



CLASSIFIED ADS: The Illinois Sports Owners Association newsletter will accept classified advertisements from members who wish to buy or sell Triumph cars, parts or miscellaneous related material. We will run ads, at no charge, for club members for ninety days. We also accept ads from non-ISOA private individuals who have cars, parts or related items that we deem of possible interest to our membership on a case-by-case basis. We do NOT accept advertising from commercial enterprises – even if those businesses are owned or operated by club members. If a Triumph related business hosts an event which we feel might be of interest to our membership, we will inform our readership of this occurrence, but this newsletter, its editors, and the board of directors do not endorse, recommend, or otherwise support, implicitly or explicitly, any commercial entity doing business in the Triumph-related domain. All ad copy is taken from sellers. SNIC 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.*

Wanted: Cash paid for vintage vinyl. 45s or LPs. To be used for Spinal Tappets archival research. Contact Dan Swanson tsplit74@comcast.net or 630/271-1138 [04/12]

•For Sale: TR4 grille VGC, 70-72 TR6 dash, Good shape, Lucas 551 Reverse Lamp - period correct for TR3, Bob Streepy trstreep@sbcglobal.net, or 630/372-7565. [04/12]

•For Sale: 1976 TR6. New Redlines, New Top, White w/Tan. \$7900 OBO Marv Goeke 708/848-3950 or 708/642-4847 05/12

•Wanted: Photos of your car for inclusion in "The Rear View Mirror" of Snic Braaapp. Send 300 DPI minimum res pictures to: trstreep@sbcglobal.net. [Otherwise, you'll be seeing the same black TR4 and red TR6 for the rest of the year. You have been warned.]

•For Sale: 1979 build (registered in 80). Daily Driver! Near complete restoration. Complete professional rebuild on engine and converted to Weber carb. New exhaust, tires, wheels, etc. Beautiful example of the last year these were made. Red with tan interior. 50,000 miles. \$5,000. Scott 312-315-4666 or sredman@cbklaw.com. [06/12]

•For Sale: 1958 Triumph TR10 4-door Sedan. Ran when parked . Pictures available Brad Dedina 847-343-9424 brad212@comcast.net [06/12]



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

Mary Kay Sheldon 6/02
 Bob Hansel 6/05
 Bill Muren 6/12
 Doug Campbell 6/12
 Cori Costello 6/13
 Bob Erickson 6/13
 Chuck Jones 6/14
 Fesa Shaw 6/16

Terri Anderson 6/16
 Betty Kontos 6/19
 Matt Harkis 6/20
 Frank Cartwright 6/22
 Deb Fortune 6/30
 Denny Cappetto 6/30
 Tim Murphy 6/30

New Members

Jim and Toni Polczynski
 2305 N Major Ave #1, Chicago, IL 60639-2935
 H: 773 237-1628 - Email: polytone@att.net
 61 TR3

Membership Counts

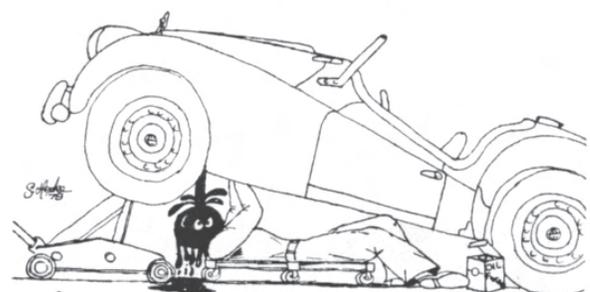
175 Memberships - 238 Members

SNIC PREVIEW INSIDE YOUR JULY SNIC BRAAAPP

[available at sleazier newstands June 25th]

- CHAMPAGNE BRITISH CAR SHOW
- TRA
- Black Hawk Farms Breakfast Run
- WISCONSIN BRITISH CAR FIELD DAY
- Le Mons Showroom Schlock in Joliet

Lots More Stuff



Thou hath Anointed My
 head With Oil Psalms 23:5

Compliments of
 Steve Hedke and the Triumph Register of Southern California



1968 Triumph TR 250 K Designed by Pete Brock and Engineered by Kas Kastner



ISOA ON THE WORLD WIDE WEB

You can always get the latest news directly from the ISOA web site: <http://www.snic-braaapp.org>
 To subscribe to the ISOA electronic mailing list email thebujas@comcast.net

Your userid and password is only for the membership roster that we keep on the website. Each ISOA member must logon to the site with his/her own nickname and password to gain access to the "Members Only" material.

ONLINE ROSTER ACCESS INFO

Snic

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

Braaapp

THE REAR VIEW MIRROR

JUNE 2012



*DOUG LARSON'S 1974 TR6 NEAR THE MAKER'S MARK DISTILLERY IN KENTUCKY
PHOTO BY DOUG LARSON IN 2009 ON ISOA TRIP TO THE TAIL OF THE DRAGON*