



# SNIC

# BRAAAP

## JULY 2012

Vol. VII Issue No. 481

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

## CHAMPAGNE CAR SHOW

TEXT BY Peter Conover - Graphics by the author and Bob Streepy



THE CHAMPAGNE BRITISH CAR FESTIVAL HAS LONG BEEN one of ISOA's most popular annual events. Since moving from Champaign to the David Davis Mansion in Bloomington in 2010, its popularity has only increased. I first attended the show in the late 90's when it was still held at Jumer's Castle Lodge in downtown Urbana. My daughter Lauren was just in grade school at the time. As an indication of our long term enthusiasm for this show (as well as the rapid passing of time), this year Lauren was able to drive herself down and enter the show in our Mini Cooper.

No matter where it has been held, the CBCF has typically encompassed an entire weekend, with opening gatherings on Friday evening, a cruise and dinner on Saturday, and "Dawn Patrol," as well as the actual show on Sunday.

Joe Kaplon and his daughter Emily, who have also had a long involvement with the event, had regularly participated in the themed (and often costumed) events that traditionally took place on Friday evening including Disco Night, 50's Night, Oscar Night, and James Bond Night. Since moving to Bloomington, the Friday night events have not had such apparent themes, choosing instead to take part in downtown Bloomington's "First Fridays." Nonetheless, Joe and Emily (who now attends college in Bloomington) were once again at hand. Meanwhile, forming our own mini-caravan, Lauren and I left Oak Park shortly after 1:00 that afternoon and managed to avoid both the notorious Chicago traffic and the potential rain.

Saturday dawned cool and clear – perfect driving weather –, and we assembled around noon at the Hawthorn Suites, the festival's custom-



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### INSIDE YOUR JULY SNIC BRAAAP

- BLACK HAWK FARMS BREAKFAST RUN
- Wisconsin British Car Field Day
- SHOWROOM SCHLOCK LE MONS RACE

Lots More Stuff





## WISCONSIN BRITISH CAR FIELD DAY

TEXT AND GRAPHICS BY BOB STREEPY



THE WISCONSIN BRITISH CAR FIELD DAY in Sussex, just west of Milwaukee, has been a favorite venue for ISOAers more than a quarter-century. The car show is traditionally held on Father's Day, oftentimes to the chagrin of significant others and offspring. Nevertheless, several ISOA members met at Linda's Wilmot Café on Sunday morning to enjoy a hearty



meal before trekking north. The early bird breakfast clubbers included Jack Billimack in a TR 4A, Thanos Kourliouros [with his sons] in a TR 3A and an Audi A8 support vehicle, Jim Doering and Sheryl Holmes in a TR 6, Roman Hrynewycz in a TR 6, Steve Yott and Mona in a TR 4A, Peter Conover in his Aston DB Mark 3, Kim Casper, and your humble and obedient scribe in a TR 4. After breakfast, Steve led the caravan from Wilmot to Sussex with a brief side trip

to the Silver Lake Ultimate Triumph Shoppe to quickly fabricate a custom spark plug wrench for Peter's Aston Martin. He then led the procession along a scenic 50 mile trek to Sussex. In what may have been an ISOA first for this venue, we managed to get to Sussex without anyone becoming separated from the caravan.

We arrived at Sussex [a.k.a. - the crater] around 10:30 on what proved to be a really beautiful day. The weather before and after was unseasonably hot, but at least on Sunday, the temperature was in the low 80s, and the skies were clear. The recent drought had at least temporarily transformed the infamous Sussex swamp to prairie grass and eliminated the notorious mosquito breeding ground that the show is so well known for. We soon encountered more Coventry Irregulars, to include Tim Murphy and his extremely rare



petrol injected TR 5, Mel and Jean Merzon in their 1947 Standard, and Frank Cartwright in his TR7.

There were probably in excess of 100 cars on display, primarily Triumphs and MGs. However there were some unusual British

vehicles there, including very nicely restored Morris minor panel truck, [which we think would make a great roadie cruiser for the Tappets, as long as they didn't pack their drums, keyboard, or guitars, and only packed



Silo's collection of harps], a Morris Traveler estate, and an alloy bodied XK 120 Jaguar. As usual, the local Scout troop provided food and drink for the crowd.

Around 1:30 the ISOA cars posed for a group photo before awaiting the presentation of awards, and several of the flatlanders left the event with new hardware before making the trip back across the cheddar curtain. Good weather, good people, and a trouble free drive [construction delays on I-94 notwithstanding] all made for a Father's Day trifecta for the dads who participated.

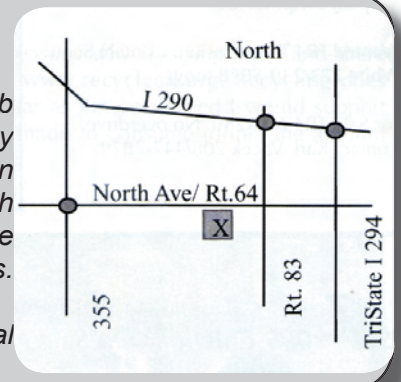




## ILLINOIS SPORTS OWNERS ASSOCIATION

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
JULY	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	8TH	SUN.		MAD DOGS & ENGLISHMEN BRITISH CAR SHOW
	15TH	SUN.	10:00 AM	BARRINGTON CONCOURS, MAKRAY MEMORIAL GOLF COURSE, BARRINGTON
	29TH	SUN.		OUTING TO RAVINIA
AUG.	2-4	TH-SAT.		TRF SUMMER PARTY, ARMAGH, PA
	5TH	SUN.		TRANSPORTATION EXTRAVAGANZA, UNION RAILWAY MUSEUM
	5TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	10TH	FRI.	6:00 PM	WHITE TRASH NIGHT - SYCAMORE SPEEDWAY
	16-19	FR-SUN.		OPENAIR CLASSIC VII MANITOWOC, WI - INFO@OPENAIRTOURS.COM
	19TH	SUN.	10:00 AM	ORPHAN AUTO PICNIC - KENDALL CTY FAIRGROUNDS
	24TH	FRI.	5:00 PM	DOWNERS GROVE CRUISE NIGHT FEATURING IMPORTS
	26TH	SUN.	10:00 AM	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
	9TH	SUN.		BRITISH CAR FESTIVAL HARPER COMMUNITY COLLEGE - PALATINE
	16TH	SUN.		CANTIGNY CAR SHIOW - WHEATON
OCT.	7TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	12-14	FRI.-SUN.		FALL COLOR TOUR & CAMPOUT
	TBA			TOYS FOR TOTS, VOLO
	28-11/2	SUN.-FRI.		VTR CONVENTION, GALVESTON, TX.

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

Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 e-mail: [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net)  
 SNIC BRAAAPP is published by: VIDataPrint LLC - 630/513-5811  
 Contributors: Jack Billimack, Peter Conover, Dave Shedor, Roman Hrynewycz





A LITTLE BS FROM BS

NEWS AND VIEWS FROM THE BUSTED KNUCKLE GARAGE

BY SNIC BRAAAPP EDITOR BOB STREEPY

AS WE PREPARED TO EXIT THE parking lot at Mack's Golden Pheasant following the June meeting, we were confronted with the dreaded curse of old Joe Lucas. As you are undoubtedly aware, Joe is said to have admonished drivers that, "A gentleman does not go motoring about after dark." While there are certainly many who would argue that your humble and obedient scribe and gentlemen are mutually exclusive, the bit about driving after dark was brought home quite painfully to us that Sunday evening when we activated the headlight switch on Lucille the wonder car, [as in, I wonder if anybody would give me 20¢ on the dollar for what I've got tied up in this thing] nothing happened. No lights! The parking lights worked, but the headlights, low and high beam, had gone missing in action.

We decided to take our chances and limp on down the road using only the parking lights for forward exterior illumination. [The taillights were still operative] Fortunately, Tim Buja was ahead of us and noticed our predicament. We did our best Nascar impersonation and tailgated Tim as closely as good judgment would allow and man-

aged to get within a few miles of Snic Braaapp Towers where upon we activated the flashers, stuck to side streets, and successfully managed to avoid any confrontations with the local constabulary before pulling into our driveway.

The following morning we checked the connections, checked the fuses [only to discover later that the headlight circuit is not fused], spoke to several people about possible reasons for the headlight failure, and decided to do some electrical troubleshooting with the able assistance of Jack "Spuds" Billimack. Whenever I am confronted with technical issues, I like to seek Jack's opinion because, undoubtedly, his solutions begin with very simplistic endeavors, and although they seldom work, they tend to be inexpensive and don't usually cause too much additional damage. In this case, Jack suggested wiggling the switch, a fairly inexpensive and low-tech solution, and lo and behold the lights came on. Clearly, the light switch was malfunctioning, so I set about removing it, a process that most would probably consider relatively simple. The Bentley manual outlines the procedure, and it contains half a dozen steps or so, but as usual, I successfully transformed a 20 to 30 minute task into a three-hour project before finally extracting the switch. In the process, I eventually removed most of the support structure of the steering column which, it turned out, was unnecessary. Steve Yott graciously agreed to examine the switch, and after some basic cleaning and lubrication, he tested it and found that it was perfectly operative. All I had to do was reinstall it.

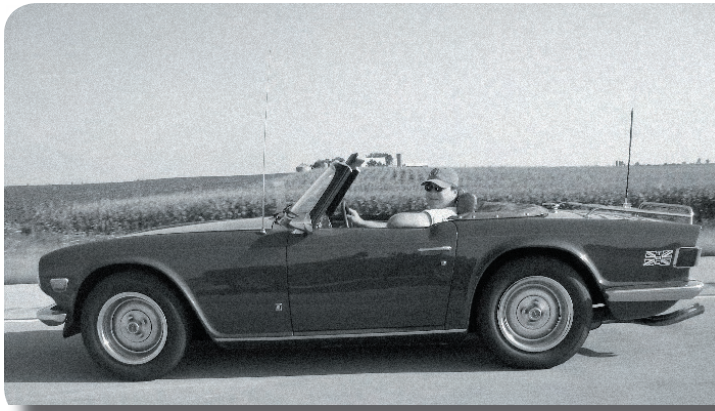
I studied the Bentley manual, all 19 steps on the installation, checked everything out including the notes I took for the connections when I removed it. Just four short hours later, the switch, along with the tach, speedo, the escutcheons for both the turn signal as well as the headlight switch, steering column clamps, brackets, and support rods and a few other things that I decided to remove to make the job easier were back in place. It was now time for the proverbial moment of truth. I turned the key and was immediately confronted with a puff of smoke emanating from the dash, a scene reminiscent of one of our favorite Spinal Tappets parody songs - **Smoke from the Dashboard**. To add insult to injury, we still didn't have any lights!

Steve Yott [a.k.a. Don Stefano, godfather of the Silver Lake Mafia] has wryly observed on more than one occasion that there are some people who simply shouldn't be allowed to work on cars, and while he did not single me out personally, we all knew whom he was referring to when he said it. I clearly fall into that category, and if there was ever any doubt, this latest episode confirms that I am completely deficient in whatever genome is present in the DNA makeup of people who can fix stuff.

I'm not altogether sure just what, if anything, I'm particularly good at, but we have certainly clearly established over the last 25 years of Triumph ownership, repairing cars is not one of them. On the bright side, my heretofore inoperative horn now works, but not in the customary fashion; it still does not honk when I press the on button, only when I turn the steering wheel. Now, if I can figure out how to route the headlight power through the horn circuit, maybe we'll be in business.

*Suds*





The weather was absolutely beautiful, and Doug decided that we should take full advantage of it and follow Route 66 all the way down to Bloomington. Along the way, we stopped in



both in the show field and in the list of award winners.

ROAMIN' WITH ROMAN  
BY ISOA PRESIDENT  
ROMAN HRYNEWYCZ

Odell at a restored vintage gas station for a photo opportunity. After a group shot, Bob Streepy hurriedly set himself up for individual photographs in front of the old filling station. From there, we

Before all of the awards were presented, Bob Streepy, Jack Billimack, and I had to leave so that we could dutifully attend the board meeting that evening.

**W**e are finally into the 2012 car show season. The inaugural event for me, as well as many of ISOAers, was the Champagne British Car Festival in Bloomington, Illinois. For those of you who missed it, all I can say is you should have been there. What a spectacular day!



My journey began at roughly 6 AM. This was when I had to leave to meet with the first part of the Sunday caravan on the outskirts of Joliet. This group was comprised of 7 cars, and after a quick bite at McDonalds, we quickly proceeded further down the road to join the Northern contingent of another 7 cars at a different Mickey D's.

cruised on to the show grounds at the David Davis Mansion without incident. Following the prescribed ISOA caravanning guidelines, we managed to keep the group together until the traffic lights of Bloomington conspired against us. This was not really a problem since we were very close to the show grounds, and no one got lost.

The drive back was uneventful. Since we had to get to Elmhurst in the shortest amount of time, we were forced to drive the interstate for the entire trip.

Wow! A 14 car caravan with Doug Larson in the lead!

The show field itself was very good with Aston Martin being the featured mark. Peter Conover brought out his DB MKIII and was beaming like a proud father to have it at the show. As usual, ISOA was very well represented

For the first official outing of the year, things went very well. No one suffered any mechanical misfortunes, and all of the cars ran first rate. I think we can attribute much of this to the commitment that many of us made to participate in tech session led by our club techspurts. These certainly helped to make the cars more reliable and consequently, more fun to drive.



*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





## A DAY AT THE RACES

TEXT AND GRAPHICS BY JACK

“SPUDS”BILLIMACK

AS TOLD TO BOB STREEPY



**O**N SATURDAY, JUNE

16, A CONTINGENT of Coventry Irregulars

gathered at the Three Brothers Restaurant in Woodstock to ward off any malnutrition, before undertaking the arduous one hour drive to Black Hawk Farms Raceway for the annual ISOA breakfast run. Among those sampling the haute cuisine of the siblings three, were Frank Cartwright [TR 7], Joe Kaplan with his nephew Zach [Spitfire], Chris Hall [TR 6], Mark Hattenauer [ TR 6], Rick Paulson

[Spitfire], Roger Briggs [TR 4], and Jack Billimack [TR 6]. At roughly 9 AM, the convoy headed out Rte 14 under threatening skies. The group decided that discretion might be the better part of valor and paused to erect their tops, just in time to avoid getting drenched during a brief but intense thunderstorm.

The little caravan arrived at Black Hawk around 10:15, and since they arrived as a club, they qualified for a free meal. [And whoever said there was no such thing as a free lunch?] In the paddock, we ran into Irv Kory, Dennis Delap, Murray Bruskin, Thanos Kourliouros, and the Kolton Brothers. Pat Morse was also there racing his MG TD

The group parked near turn one and watched as Denise Allgaier, who arrived earlier, took some hot laps during the midday break.

Originally, she was scheduled to be accompanied by Dave Kanzler in his TR6, but Rumpus decided to head home early in order to deal with a leaky fuel line.

Denise's Spitfire seemed to be running a bit rough, so Rick and Frank did a bit of diagnostic investigation and discovered a loose plug wire and vacuum line. Once these were properly attached, the car [and Denise] seemed much happier.

The track has undergone some progress since our last visit, to include an observation deck atop the pavilion. By late afternoon, many in the group had seen enough and decided to return home. Unlike previous years [perhaps a reflection of the excessive accumulation of birthdays] no one decided camp out. All things considered, it was a most pleasant day at the track.







*continued from page 1*

ary host hotel. Not surprisingly, Joe was there in his Spitfire. Unfortunately, Emily had to work, so Joe rode along with me in the Aston as navigator, making the drive even more pleasant.

I have many memories of the cruises that were held when the festival was back in Champaign. The drives then often included a stop at an area park for picnics, to which the Pawlak's often brought provisions for hungry ISOA members. This year's cruise took us about 55 miles to the Wheels O' Time transportation museum just outside Peoria. The route from Bloomington to Peoria was fantastic. The winding, hilly roads – perfect for British sportscars – made it almost possible to forget that we were in central Illinois.

After about 2 hours of driving, we arrived at the museum. If you have any interest in trains, planes, or automobiles, this is the place for you. They have a steam locomotive as well as some other vintage railcars on display outside. Inside, they display classic cars, farm tractors, fire trucks, and aircraft from around the world, in addition to exhibits on all sorts of historical themes such as clocks, musical instruments, motors, tools, communication devices, appliances, and much more.



The return trip to Bloomington was just as good – perhaps better, due to the stop in Eureka, IL, at Uncle Bob's ice

cream store. In spite of the large number of CBCF participants that descended on the shop all at the same time, the efficient and friendly employees kept the line moving right along. I can assure you it was worth the wait. Resident ISOA ice cream connoisseur Jack Billimack was not among the group, but luckily for him, we learned that Uncle Bob's would have its mobile unit at the show in Bloomington the next day.



In spite of a report from Bloomington that it "was raining cars and dogs," those of us on the drive never even had to turn on our wipers, and by the time we got back to the Hawthorn Suites, the streets were mostly dry. Soon after the conclusion of the drive, the participants were to meet for dinner at Swingers Grille (no, not that kind of "Swingers"). However, some of my Aston Martin club colleagues had arrived, and we instead went to another recommended Bloomington eating establishment where we had a wonderful meal.

The annual Sunday "Dawn Patrol" was scheduled to depart from the Hawthorn Suites at 6:30am. I took some solace in the early hour, knowing that fellow ISOA members driving down that day were just beginning their drive. Although it was already apparent that the weather on Sunday would be warmer than the previous day, it was still excellent driving weather and would be very

nice for the car show.

Aston Martin will be celebrating its 100th anniversary in 2013. The CBCF organizers wanted us to be the featured marque this year, our "99th anniversary," because they were worried we'd all be too busy next year. The honor attracted 10 Astons, certainly a record for the CBCF. Among these was a beautiful V12 Vantage brought by Mike Bilyk, well known to ISOA members through his association with the Detroit-area Triumph club.



The rest of the 134 British cars that took part in this year's show, including the usual high number of ISOA Triumphs, were arranged on the lawn around the magnificent David Davis mansion. Davis had been a friend, mentor, and campaign manager for Abraham Lincoln. In 1862, Lincoln appointed Davis as a US Supreme Court Justice. No judge was needed when it came to announcing the participants' choice winners. As usual, many ISOA members took home the etched wine glasses which serve as awards.

With a monthly ISOA meeting that evening, many members were ready to make the drive back up north before the awards ceremony concluded. After such a long day, many in the ISOA caravan broke off and didn't continue to Elmhurst for the meeting, but a significant number of those who did agreed the CBCF continues to be one of the best car events in the area.



*Maestro*



The following was posted on the [Car and Driver](#) blog after the Showroom Schlock LeMons race in Joliet. "The James Bondo Triumph TR7, after many races spent in a million busted British Leyland pieces, showed up to the Showroom-Schlock Shootout with a Ford Duratec engine instead of the Triumph Slant Four. We've seen engine-swapped TR7s in the past, including a couple with Buick V6s and one with a "poor man's TR8" Rover V8 swap, but the James Bondo car was the first that actually worked. For this, the James Bondo team won the Organizer's Choice trophy." Here is Driver Dave "Snake" Shedors account of the race.

[T]RUSTY GALORE WOVES CROWD  
AT SHOWROOM SCHLOCK SHOOTOUT  
TEXT BY DAVE "SNAKE" SHEDOR

Friday:



**T**O START THE ADVENTURE, TEAM Bondo met at MI 5 (aka Woodstock) to pack and prep Rusty which is always like trying to get 10 lbs of race gear into 5 lbs of space. For example, the TR7 didn't quite fit on the trailer, which was more suited for a TR3. To utilize it, someone came up with the truly Lemony idea of cutting plywood discs and bolting them on in place of the front race wheels and tires. It sounds bad and looks very "Flintstony," but it works. We did get some strange looks from other drivers on the way to Joliet. The gold finger on the back is the finishing touch!

Upon arrival at the Autobahn, we were greeted with lots of noise Friday was an open track day, but we did not run it. Still, there were some pretty cool cars zipping around. We claimed a paddock/pit spot, prepped the car, and headed to what should have been an easy tech inspection. All our racing suits were OK, but we were blindsided by their dislike of the kill switch location through the hood. A new rule effective for 2012 required the switch to be within the driver's reach. Shame on us for not reading the rules closer. We eventually had to move it from the hood to the interior. We thrashed to move everything, which was a little stressful since we have a hybrid of the Prince of Darkness wiring and modern EFI cabling. Apparently, we did not mix up any wires, and the car started up just fine

after all the monkeying around! The other minor issue was a way to keep the shoulder harness straps from sliding left to right. We got the kill switch moved, but Tech was closed for the night so we headed into Joliet.

Pete knew a great burger joint in downtown Joliet near the Rialto Theatre. We went to an old fire house converted to a restaurant called The Department. Our waitress, "Kitty," talked faster than the Jimmy John's guy in the radio commercials. Then we checked into the hotel and pretended we were Jensen, or Dario or AJ and enjoyed the pool and Jacuzzi before turning in for the night.

SATURDAY

**A**t the mandatory drivers meeting, the Autobahn Manager welcomed us and said they liked having the Lemons event because they were tired of Ferraris and Porsches, and they enjoyed seeing some real ingenuity. It was a beautiful 72° morning, with clear skies, and a bit of breeze. Still, we all knew about the 90's were coming. The re-tech of the switch location and harness location went smoothly, and we were good to go.

We strapped Lorrie-Ann, the first driver, in. The rest of the driver order would be Kurt, myself, Karsten, Pete, and Roger. Modesty was put aside as everyone helped the other drivers strap up and plug in. Our hands were all over each other, between the required arm restraints (Lemons does not require a window net), the radio cable, the crotch strap (of the 5 point harness) and the timer, there is a lot to do that the driver simply cannot see or



get to. LA headed out and did well. At Road America in April, we never knew who was communicating with the driver, who was monitoring race control, etc. This time, after we drew this weekend's driving order from a sweaty hat, we also came up with a sequence for the next driver to communicate with the on-track driver. Then the next, next driver monitored race control/corner workers. It was a great plan, but we never got their frequency. Regardless, soon it was my turn to suit up and drive. Psyching out the butterflies and the heat, I jumped in the car, fired it up and I drove to the track entry where the marshall checked for my "driver" wrist band. Then I put the hammer down and held on. Having never been on the track before, I drove gingerly at first. Cars were zooming by till I got up to some semblance of speed and fewer cars passed me! The track was very flat and I found I could memorize sections at a time, however putting those sections together would be necessary for a fast lap. It would just take repetition. The first 45 minutes of my stint went by quickly. I was passing cars and others were passing me. One technique was to follow a faster car's line to learn the track and their technique. However, if they much faster they pull away. Front wheel drive cars use different corner entry and racing line, so I had





to use their example with a grain of salt. The last 15 minutes were under yellow, and I was getting lulled into a trance...the heat... the noise... the monotony, then the green flag fell and I put the hammer down for one lap. Then my shift was over and I headed to the pits. "Mr. Bill" Jensen kept us well hydrated, and all that water was now in my whitey tighties and t-shirt (I'm talking about sweat). After taking off the very warm driver's suit, I was glad I wore the cotton (no synthetic allowed under your driver's gear) undies, primarily so the suit wouldn't smell like a high school boy's gym locker. A fringe benefit was the evaporative cooling I felt as the tee shirt dried in the breeze...AAHHHH. But 90° is 90° no matter what.

Next up was Karsten. We had been running an error free race, but like football and hockey, the penalties can kill you (ask the NJ Devils). But Lemons is really strict about putting wheels off the track, so when Karsten ran out of talent and went in the grass, he got black flagged. he had to come and get yelled at by the Lemons judges (in black and lemon fabric robes). Then he went back out and cut the pit exit blend line short and got a second black flag and got yelled at again.

Next, Pete went out, and he too got black flagged too for heading for the cornfields after he successfully avoided a collision. We got our third black flag of the day which meant that we (as a team) had to go to the black flag penalty box. We donned cowboy hats, feather boas, hard hats, leather captain's hats, a mustaches (LA) and sang and danced to "Macho Man." We were all good sports about it and hustled to get the car back on the track.

Roger was next and nervously put in some great times. He got bumped by a car he had waved by (bad manners), and we now had blue paint on Rusty's pristine flat white body.

Then it was Lorrie-Ann's turn again, and she stayed out for 90 minutes so we could finish the day's race with one less pit stop. Having more drivers means more pit stops, and that means less time on the track.

After the day's racing, Roger found the culprit that sullied Rusty's reputation. He apologized quickly saying he just slid into us after being waved by. It turned out they were past Triumph owners and former ISOA members! After packing up, we were treated to a great pizza and salad dinner by the Jensen's. Thanks again!

#### SUNDAY.

**W**e arrived at the track and gave Rusty a quick going over, including the front brakes. We chose to replace the pads which were about 50% used up. We installed the fresh (softer) pads and switched the tires front to rear. Kurt jumped in and found Rusty would turn over but not start. After some headscratching, we floored it, and she started. Kurt did his stint and as he exited the track, he crossed the pit entry blend line too sharply and got a black flag. He got yelled at by the judges, and the engine wouldn't turn over in the black flag box!! The judges had push start it! He finished his turn on track and then headed back for a driver change. It was my turn to drive and I was sweaty already (fresh cotton underwear though). I got in the car and we push started it. That was a little unsettling. LA's brother fixed a starter wire that pulled out of the terminal. On the track, the butterflies subsided and I went to work.

This being the second day, only 40 cars started compared to 62 the first day. There was more room on the track and the drivers were extremely polite when I waved them by. It seemed the better prepped, more serious (as serious as it gets in Lemons) were the survivors. This time I got a full stint with about 3

laps under caution. I had some great dicing with a yellow Metro, a beat up Miata and a few others. I really smiled inside my helmet when I passed our arch rival, the VW squareback at the end of the front straight right in front of our pit and heard Team Bondo whooping it up through the radio.

Next it was Karsten's turn and he survived without any black flags! Pete headed out and promptly went off track again for our 2nd black flag of the day, AARRGGGHHHH!!! We run over to the black flag box and were encouraged to yell at Pete ourselves in an effort to reduce the chances of having to sing again, all the while a professional looking cameraman and sound engineer were recording the festivities. This time the penalty was screwing a cone to the trunk of Rusty. We were not the only car with a cone on our car, one car had four, and another had a tire screwed to the roof, in an effort to humiliate the racers into taking it easy and not outdriving the car (or their abilities).

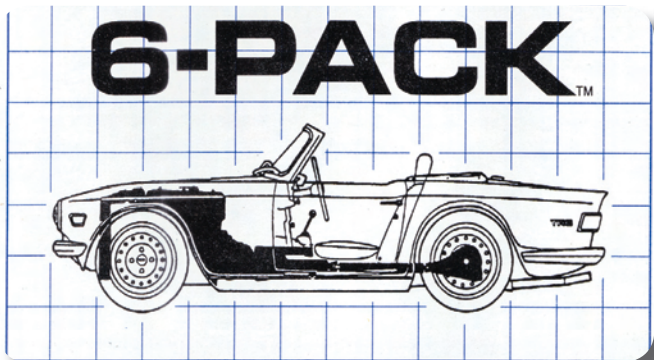
Pete finished his stint, and we put in Roger to finish the race. He puts on a great show, passing the evil VW squareback, the leaning 944, and several other cars to bring us home 18th out of 62 starters. We proudly accepted the Organizers Choice trophy. If you haven't see the video, Jay Lamm (the organizer) gave it to Team Bondo for finally making the TR7 work as a race car, even if it no longer had a factory engine.

As we were packing up, who showed up but old friend and long time ISOA'er Jake Manteno, I mean Kim Joiner. He was a corner worker for the race. The packing continued and we trailered Rusty back to Woodstock. Silo treated us to very flat prime rib (i.e. pizza) and we were basking in the afterglow of a great weekend. Great friends, excitement, accomplishment, and to quote Elwood "A good time was had by all!"

*Snake*



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



TRials 2012 - Sept 6-9,  
Welland, Ontario

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](http://www.britishcarunion.com)



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

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



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

21st Annual

*Orphan Auto Picnic*

Kendall County Fairgrounds  
August 19





# SUMMER PARTY 2012

## August 2nd, 3rd, and 4th

The Roadster Factory Summer Party - Armagh, PA



White Trash Night - August 10



Tchaikovsky Spectacular  
July 29th



Transportation Extravaganza  
August 5th, Union, IL

### Rolling Art on South Marion

@ Marion Street and South Blvd.



**2012  
Oak Park  
Car Shows**

**United Kingdom**  
Thursday, July 26<sup>th</sup>  
@ 5:00 PM - 9:00 PM

**Italy**  
Thursday, August 23<sup>rd</sup>  
@ 5:00 PM - 9:00 PM

British Car Night - July 26



7th Annual Car Show - Sept. 16



25th Annual  
British Show  
Sunday August 5th  
Jersey Ridge Road at  
11th street  
East Davenport



OpenAir Classic VII - August 18-21, 2011  
"Darting Through the Driftless Region"

Dear Editor,



Perhaps you've read about my plans to launch a replica of the *Titanic*. This project has thus far proceeded so well that I am considering taking on an even more daunting task. I hope to resurrect the most famous land going disaster of all time, the Triumph Stag, and I wanted to enquire about contracting the crew from your TTA Stag project to assist me in my latest endeavor.



CP  
Queensland Australia

Dear Clive,

*While it is true that warranty repairs to the first generation Stags were somewhat vexing for British Leyland, you may be surprised to know that the Stag's infamous overheating issues have been largely resolved and that many current Stags are actually quite reliable, to include the TTA car driven more than 1800 trouble free miles across north America by John Macartney over the summer of 2008.*

*I'm sure the TTA crew might like to get back together for a reunion of sorts, but we're not sure if they would appreciate being part of a project that*

*is designed more to glorify your ego than to actually accomplish anything as noble as the TTA endeavor. Ed*

Dear Editor:

I am a new member of the Illinois Sports owners Association, and I recently attended my first general meeting. It appeared to me that some of the attendees were not paying attention to the president during the meeting. I found this behavior rude, and I was shocked and outraged at the lack of decorum displayed. Some those in attendance were even drinking beer and laughing during the proceedings.

I am not sure if this has been called to your attention previously, but I suggest you write an editorial chastising this inappropriate behavior and call to task any of these boorish offenders, lest I reconsider my membership.

Please be advised that since you are in a position to control or terminate such action on the part of members, I will hold you responsible for any psychological injury sustained by any person attending one of your meeting events. It is hoped that this disrespectful and possibly impertinent activity will be terminated.

Very truly yours,  
V. S. Freeport

Dear Val,

*Attached is a letter that we received on June 1st. I feel that you should be aware that some jerk is signing your name to stupid letters. Ed*



### ISOA TECHNICAL ExSPURTS

TR2	Al "Chromedome" Christopher 773/233-2526
TR3/4	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" Korey 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 Ombudsman	Mike "Scooter" Johnson scooter5559@comcast.net

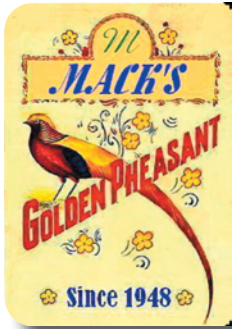




## JUNE 2012 MEETING NOTES

MEETING NOTES BY ISOA SECRETARY

PETER "MAESTRO" CONOVER



**T**HE JUNE MEETING OF THE ISOA was called to order by President Roman Hryniewicz shortly after 7:00pm. We had two guests

in attendance, Tricia and Brian. – Tricia has recently purchased a Spitfire, thanks to some positive influence from Denise Allgaier. A quick show of hands by current Spitfire owners gave them a good indication of the support they could anticipate if they choose to join the Club. After that, Roman introduced the Board members in attendance, with Bob Streepy, editor of our multiple-award winning journal, *SNIC-BRAAAPP*, giving a quick summary of newsletter related items.

In the project update segment, Kim Casper's car, which he had driven that evening, is even closer to being finished. Lars Sullivan's car now has the trim on – work on the dash (and what goes behind it) is next. He still hopes to have his car ready in September in time for the BCU Festival. The frame on John Kolton's TR4A continues to progress, with the addition of strengthening gussets and powder coating, hopefully in its near future. Bob Steele has taken the nitrous unit out of "Stagzilla," but the turbo remains. Mark Costello continues to make progress on the V-8 conversion on his TR-7, and Mark Fisher reported that his Lotus project is now "in color."

In recent past events reports, Jim Aldridge and Jack Billimack spoke positively on the first ISOA Breakfast tour of the season, which took place in the Rock River area, with kudos to Doug Larsen for planning yet another great route. As it was still fresh in my mind, I spoke on the Champagne British Car Festival in Bloomington, which had concluded just a few hours before our meeting.

Mark Fisher spoke on the LeMons race to be held at the Autobahn in Joliet - optimism is high that Rusty Galore will continue to perform as well as she did at the recent Chump Car Challenge. Bob Hansel spoke on the Autocross event held earlier in the day at the Regal Theatre Parking Lot in Warrenville under the auspices of the Midwest Austin Healey Club. Bob enjoyed himself and suggested that other ISOA members should plan to take part in this event when it is held again.

After a break, Jack Billimack went through a list of many upcoming events, focusing mainly on those in June, July, and August.

In the parts portion of the meeting, Dennis Delap announced that he is looking for a TR-3 transmission tunnel. Tim Mantel spoke of a '80 TR-7 (without engine or transmission) for sale in Michigan City and also of a Morris Minor convertible that is available.

The monthly raffle was drawn by guest Tricia and won by Mark Hattenhauer.

For this month's Peter M. Roberts award, Mark Costello nominated Mark Fisher for arranging logistics on his V-8 TR-7 project, Chris Smit nominated Jay Holekamp for pressure testing his Spitfire overdrive, Mark Fisher in turn nominated Dennis Delap for providing him with an otherwise unavailable TR-3 steering arm that he needed for his Lotus project, and finally, Kyle Kayson nominated Bob Streepy and Jay for traveling to Missouri and back to go through the cache of parts that had been acquired by his Dad. Bob and Jay Holekamp were granted this month's honor, which will include twin straws for their award drink.

Then, for this month's Boomer award, Mark Fisher (again!) nominated Tom "Grinder" Greever for living up to his nickname by another bodily encounter with said tool. Now, the ISOA crowd is not generally a bloodthirsty bunch, but we were laughing ourselves silly at Tom's account; not only of the actual accident, but of the chance to use his indisposition as a pretty darned good excuse to not have to stop and chat with his State Representative, who just happened up the driveway moments after the incident. Sensing that it would be

hard to top that, Bob Hansel felt he was able to self-nominate himself and admit to a recent mishap involving his driver's side door not fitting through his garage door opening (because it was still ajar), and Jim Aldridge gave an confession of his attempt to straighten the base of the rearview mirror on his motorcycle, which resulted, amusingly but not surprisingly, in a broken mirror. After a few months of weak Boomer nominations, we finally had some stories to rally behind, and Tom won the award in spite of the creditable competition. Let's hope the dearth of Boomer-worthy events is at an end.



As a postscript, I would also like to convey these thoughts that "Grinder" sent to the ISOA e-mail list later in the evening – clearly he had more to say on the incident and his thoughts on receiving a Boomer for it: *"I'd like to thank everyone tonight for helping me laugh off my unfortunate encounter with a grinder. By our next meeting, my arm and side should be healed, but my ego will forever be bruised. I promise to take better care of myself in the future. Obviously, I should not have been using the tool while my State Representative was in the neighborhood. Lesson learned. However, I think this incident has been tragically misunderstood. I was only trying to show my devotion to the club by becoming more like my nickname. I'd like to think that I am setting an example for others and raising the bar for what it means to be a member. ISOA, I have bled for you! (And it really hurts.) Like my father always used to say, 'If you don't get hurt, it's not a very good hobby.'" Words to live by – an inspiration to us all!*

The meeting was adjourned at around 8:55.

*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](mailto: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:** 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](mailto: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:** 1958 Triumph 4-door Sedan. Ran when parked. Pictures available Brad Dedina 847-343-9424 [brad212@comcast.net](mailto:brad212@comcast.net) [not an ISOA member - 06/12]

**•For Sale:** 1959 Triumph TR3 \$12,000.00.OBO Includes a large number of small parts that will go with the car (carburetors, generators, starters, etc. and many, many small parts). Al Brown, [brownae36@yahoo.com](mailto:brownae36@yahoo.com) PH# 563-355-0255 <http://qcbac.home.mchsi.com/brown59tr32010.jpg> [not an ISOA member - 07/12]

**•For Sale:** ‘68 Triumph Spitfire. Also early Spit (‘64-’70) original steel hardtop in good condition, includes rear glass. Craig Parker: [galesburg rncparker@comcast.net](mailto:galesburg rncparker@comcast.net) <http://qcbac.home.mchsi.com/parker68spitfire2011>. [not an ISOA member - 07/12]

**•For Sale:** TR6 Project Cars 1976. Dark blue, needs fenders, engine & rear suspension work. 1972 White. needs top assembled & other minor repairs. Eli Meister 20605E 350 N. Rd. Fairbury, IL 61739 Ph 815/692-2138 or 815/848-2368. [not an ISOA member - 07/12]

**•For Sale:** 1800 CC Austin Marina engine/trans conversion that will [should?] fit 75 on Spitfire. Needs head. \$300.00. TR4 engine in pieces. 1500 CC Spitfire head, manifolds, and ZS carbs. Ron 630/377-3033 [not an ISOA member - 07/12]



## Happy Birthday

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



- Dan Jungels 7/02
- Joan Bruskin 7/05
- Scott Redman 7/09
- Karin Zink 7/16
- Mark Moore 7/20
- Joan Delap 7/21
- Larry Kluge 7/24
- Philip Fox 7/24
- Adrian LaTrace 7/25
- Dave Stauffacher 7/26
- Jim Polczynski 7/30

### New Members

John Neis  
253 Robert Ct Apt 110, Glendale Heights, IL 60139-3733  
H: 630 664-7219 - EMail: [jhneis@gmail.com](mailto:jhneis@gmail.com)  
75 TR6

**ISOA Membership Counts**  
177 memberships - 240 members

### Snic Preview

Coming in your August newsletter available July 30 at sleazier news stands everywhere

- Barrington Concours
- Downers Grove Festival of Cars
- Mad Dogs & Englishmen
- Ravinia Outing
- TRA National Convention
- Tom Berger’s Ad Conversion Chart

Lots More Stuff





**TRIUMPH SUPER 750**

**Tourer**  
 First motor, available at 1930, the Super 750 was the first motor car to be built in Britain. It was a real sports car, with bucket seats, wire wheels, a steering wheel, and a steering column. It was a real sports car, with bucket seats, wire wheels, a steering wheel, and a steering column. It was a real sports car, with bucket seats, wire wheels, a steering wheel, and a steering column.

**2nd Seater de Luxe**  
 This was an all-weather car, with a folding top and a steering wheel. It was a real sports car, with bucket seats, wire wheels, a steering wheel, and a steering column. It was a real sports car, with bucket seats, wire wheels, a steering wheel, and a steering column.

**Fabric Saloon de Luxe**  
 This was a motor car, with a folding top and a steering wheel. It was a real sports car, with bucket seats, wire wheels, a steering wheel, and a steering column. It was a real sports car, with bucket seats, wire wheels, a steering wheel, and a steering column.

**It takes more than a stick shift to make a sports car.**  
 Some people will tell you a compact car with stick shift, bucket seats and wire wheels is a sports car. Not so. A real sports car is unique from frame to fender. Like the Triumph TR-4.

Start up the TR-4 engine and drive her. The TR-4 is the only motor car in the world that has a steering wheel, bucket seats, wire wheels, a steering column, and a steering wheel. It was a real sports car, with bucket seats, wire wheels, a steering wheel, and a steering column.

The Triumph TR-4 was the only complete car to have the bucket seats, wire wheels, a steering column, and a steering wheel. It was a real sports car, with bucket seats, wire wheels, a steering wheel, and a steering column.

**FULL FLOW**

**PURULATOR**

MICRONIC LUBRICATING-OIL, FUEL & AIR FILTERS

Purulator Full Flow Micronic Filters clean all the oil delivered to the working components of an engine under normal running conditions, ensuring complete protection against damage caused by sludge, particles, soot, and other contaminants. Purulator Full Flow Micronic Filters show a much reduced rate of wear and provide trouble-free running over greatly extended periods.

However, even the best full-flow filter requires attention. When shaken with dirt the sludge should be replaced with a new one, otherwise unfiltered oil may reach the engine via the relief valve. The directions in the motor vehicle's hand-book should be carefully followed. Purulator were first in the field with full-flow filters incorporating plastic-treated paper elements and continuous development has maintained this lead. The Purulator Micronic full-flow filter contains the most efficient filtration with long element life, and is available in sizes to suit all engines.

AUTOMOTIVE PRODUCTS COMPANY LIMITED  
 LEAMINGTON SPA, WARWICKSHIRE, ENGLAND

## 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](mailto: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***

**JULY 2012**



*JOE AND KATHY PAWLAK WITH ANN BUJA IN 1973 TRIUMPH STAG  
AT ROCKFORD SPEEDWAY, 2005 VTR CONVENTION*