



SNIC

BRAAAPP

SEPTEMBER 2012

Vol. IX Issue No. 483

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

A NIGHT AT THE RACES

TEXT & GRAPHICS BY BOB STREEPY



The stock cars took to the track for a series of time trials at about 7 PM. There was also a brief exhibition of late-model, modified stock cars which took a few hot laps before the evening's racing got underway. The first few competitions were trophy dashes lasting six laps with half a dozen cars dicing it out. Several of these were "powder puffs" races in which the drivers



IN AN ENDEAVOR TO ACCOMPLISH some degree of spiritual balance, a dozen or two Coventry Irregulars attended the stock car races at the Sycamore Speedway on Friday, August 10th, to not only enjoy

an evening of competitive driving, but also to offset the "Ying" of the earlier Ravinia outing with the "Yang" of "White TRash Night." This spectacle always attracts a raucous crowd of Mohawk and mullet wearers, and this year was no exception. Many of the ISOA gourmands gathered for their evening repast at the track bistro around 6:00 PM. Sadly, the chef was out of pheasant under glass and caviar, so the diners were forced to settle for hot dogs and beer. There were few complaints.



were all of the gentler sex, although based on the paint swapping, it would've been difficult to tell without the PA announcer first informing the crowd. The trophy dashes were followed by several 25 lap feature races with 20 or

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INSIDE YOUR SEPTEMBER

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- Auto Historica

Lots More Stuff



ORPHAN AUTO PICNIC

TEXT & GRAPHICS BY BOB STREEPY



ON AUGUST 19, A DELIGHTFULLY pleasant Sunday, roughly 100 orphan autos gathered on the ground of the Kendall County Fairgrounds just outside of Yorkville to attend the annual Orphan Auto Picnic sponsored by the Chicago Land Corvair club. This year the featured marque was Metropolitan and nearly 20 Mets, including one restored to replicate a taxicab and a Metropolitan Ranchero were among those on display in the pavillion. Sharing the grounds underneath the big top were a number of AMC cars and just outside there was a grouping of Nashs, Hudsons, and numerous

other automobiles that have long since disappeared.

For whatever reason, it seems as if this event has seen a dwindling attendance over last few years. If someone had told me 10 years ago that a free car show which offered free beer, soft drinks, and bottled water would not draw hundreds if not thousands gearheads, I would've said they were out of their minds. However, despite gorgeous weather, beautiful grounds, and the aforementioned complimentary beverages, it certainly seemed as if there were fewer cars on display than in past years. [I can't imagine that the large turnouts from past years were all at Pebble Beach or the Air & Water Show.] That being said the Coventry Irregulars turned out in force and some 17 ISOA Triumphs, plus an MG and an ISOA Corvair were prominently displayed on the Fairgrounds

Of the plethora of summer car shows, this is one of ISOA's all-

time favorites. To wander among Studebaker's, Hudsons, Packers, along with obscure imports is surely a sojourn back in time. It does seem regrettable that in recent years, the discontinued marques have been joined by the likes of Oldsmobile, Pontiac, Plymouth, and Mercury, but time marches on and only the strong survive in the world of automotive marketing.

The Coventry Irregulars, as is their custom, set up their sling chairs behind their cars and enjoyed an hour generally car-related conversation, as well as a midday meal cooked on the grills provided by the host club. By midafternoon the already thin ranks of attendees began to dwindle as folks began to make their way home. Despite the soft attendance, this event remains one of our summertime favorites, and we would strongly encourage any ISOA members who have yet to participate in this event to mark it on their calendar for 2013.

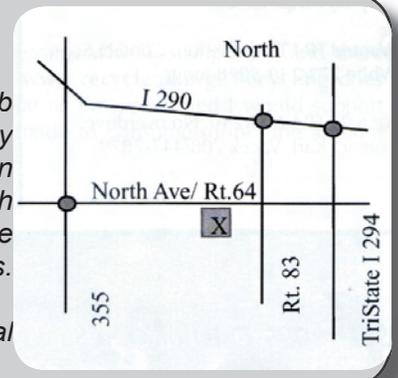




ILLINOIS SPORTS OWNERS ASSOCIATION

The ILLINOIS SPORTS OWNERS ASSOCIATION is an owners and enthusiasts club dedicated to the enjoyment and preservation of TRIUMPH cars. Monthly meetings are held at Mack's Golden Pheasant on North Ave and Rt. 83 in Elmhurst (X marks the spot on the map), on the first Sunday of every month (unless otherwise announced). Meeting time is 7:00 PM (roughly), but come early, have a beer, and share some TRIUMPH BS with your fellow enthusiasts.

The Board of Directors meets the first Sunday of every month prior to the general meeting. **Everyone is welcome to attend the Board meetings.**

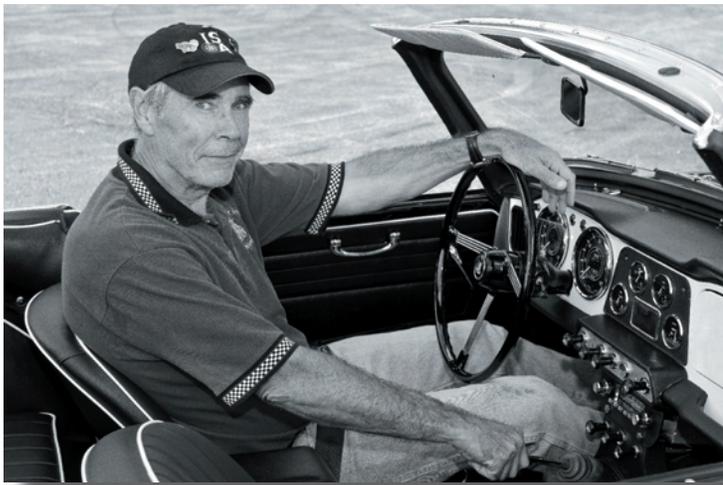


ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
SEPT.	2ND	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	6-9TH	TH.-SUN.		SIX PACK TRIALS - WELLAND, ONTARIO
	9TH	SUN.		BRITISH CAR FESTIVAL - HARPER COMMUNITY COLLEGE, PALATINE
	15TH	SAT.		MEADOWDALE MEMORIES - RACEWAY PARK, CARPENTERSVILLE
	16TH	SUN.	9:00 AM	CANTIGNY CAR SHIOW - MEET AT HOLEKAMP'S 7:30, 133 DANADA CT., WHEATON
	22ND	SAT.		VINTAGE SPORTS CAR RALLEY - VINTAGESPORTSCAR.NET
	22-3RD	SAT.-SUN.		BLONDERHILLFEST III - HARBERT, MI
OCT.	7TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	12-14TH	FRI.-SUN.		KASPER'S FALL COLOR TOUR & CAMPOUT - KANSASVILLE, WI
	13-14TH	SAT.-SUN.		LEMONS RACING - AUTOBAHN COUNTRY CLUB, JOLIET, IL
	TBA	SUN.		TOYS FOR TOTS - VOLO
	28-11/2	SUN.-TH..		VTR CONVENTION - GALVESTON, TX.
NOV.	4TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA	SAT.		CLINIC
DEC.	2ND	SUN.	4:00 PM	WINDY CITY GO-KART CHALLENGE III
			7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
JAN.	1ST	TUES.		OUTER DRIVE HERO'S RALLY - NORTHERLY ISLAND
	6TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA	SAT.		CLINIC
	TBA	SAT.		2013 BIG BASH

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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A LITTLE BS FROM BS

NEWS AND VIEWS FROM THE BUSTED KNUCKLE GARAGE

BY SNIC BRAAAP EDITOR BOB STREEPY

OVER THE LAST FEW DECADES, we have increasingly shunned the celebration of birthdays. The number of candles that are requisite for any such celebration has reached such a critical mass, that the number of BTUs emitted from them would surely set off all of the smoke detectors at Snic Braaapp Towers and result in the calling in entire companies of firefighters from throughout the northwest suburban zip code. In fact, we see little cause for celebration as we make the clubhouse turn and approach the finish line of our life cycle. In our humble opinion, birthdays are best left to the young. Seeing preschoolers revel in such celebrations, particularly when they are one's own progeny,

is certainly one of life's treasures. However, the same cannot be said of geezers.

One birthday that will be celebrated here at Snic Braaapp Towers is that of Lamont

[named in honor of Cranston –the Shadow- not Sanford]. Our ebony TR4 celebrated a birthday, or more accurately a “rebirth,” on August 27th. Technically, according to his official British Heritage birth certificate, Lamont was born on February 12, 1963. However, since a near fatal encounter on Lake Shore Drive in October of 1967, LaMont was in a coma, and his survival remained in question. It was at 3:37 PM on that fateful Sunday last year when, for the first time in nearly than 44 years, Lamont returned to life.

In the last year, Lamont and I have logged some 3,000 miles and have attended a fair share of British car shows. The vast majority of those miles were accumulated on our journey to and from North Carolina in June of this year to attend the TRA national convention. [See August SNIC BRAAAP.] Like so many yearlings, Lamont has had a fair

share of attention, as well as an occasional setback. Last fall, Lamont made his official debut at the BCU car show at Oakton Community College, followed by a trip to Cantigny a week later. Later on last fall, Lamont took his first road trip to the Six Pack Trials in Galena, before entering a state of suspended animation for the winter months. Since coming out of hibernation, Lamont has journeyed to Sussex, Wisconsin, before embarking the 2,000 mile junket to the Tar Heel state in June and a couple of local concours. We are still wrestling with whether or not to head to Galveston for this year's VTR convention, but if I were a betting man I'd put even money that somehow or other, we'll be celebrating Halloween in Texas.

Like the proud parents of so many one-year-olds, we must confess that we think our baby is the fairest of them all. Truth be told, however, there are probably numerous TR 4s that have exited restoration shops in the last year that we would be forced to admit are every bit as cute as ours. Still each time we take our baby out to show off, we still beam with paternalistic pride at our little bundle of joy. Happy birthday Lamont, and may you have many, many more.

Suds

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



ROAMIN' WITH ROMAN
BY ISOA PRESIDENT
ROMAN HRYNEWYCZ

IN THE PAST, I HAVE WRITTEN THAT ONE OF THE best things about being in this club is traveling together in a group. While I haven't changed my mind on this and never will, it can be almost as good to travel by yourself in a Triumph as long as you have a good road and a destination selected. For the weekend of July 13th, I had planned to go to the Vintage races and car show at Road America in Elkhart Lake, Wisconsin. I have been there on numerous occasions, and quite frankly I am bored with the regular routes to get there. To try to change the scenery and since I had all day Friday to get to the concourse held during the evening, I contacted a friend from WI who is like a human GPS. Steve seems to know every road in Wisconsin, especially the good ones.

So Friday at about noon I stopped by his place in Kenosha County and picked up my personally prepared route instruction sheet. The roads he picked kept me in the Kettle Moraine for much of the drive and took me a way that I had never driven before. What a route! Steve even had a stop planned in Hartford at the Wisconsin Automotive Museum. It was well worth the stop and the hour tour I spent looking through the museum. Not knowing too much about early American automotive history, I was surprised to learn of the Kissel Motor Car Co. from Hartford.

The museum is devoted to all of the cars built in the state and is particularly dedicated to Kissel since the cars were built only a few blocks away. The museum is small, but there are many cars on display, which also include a Tucker, and cars from Nash, Hudson and

AMC. They also exhibit engines made in Wisconsin. If you are ever near Hartford, I highly recommend stopping by. I would have liked more time there, but I had an itinerary to keep to! Maybe the club can have a day trip to this location.

The roads picked for my trip were all very interesting, but as I got further north in the Kettle Moraine Park, they turned into great fun! They were twisty and generally ran under a tree-lined canopy. Simply gorgeous! I barely paid attention to the 25 MPH speed limit, neither did the pair of Porsche 928s that I encountered. These roads are what our cars were meant for! The sounds of my TR6's engine revving past 4000 RPM in 2nd gear and when lifting off the throttle to make a sharp turn, was glorious! I truly wanted to turn around and drive that stretch of the Kettle Moraine again, but it was getting late, and I wanted to be in town before 5 PM to get decent parking for the parade of racecars into town.

As it turned out, I got to Elkhart Lake a bit after 5 so the good parking was all taken, and I had to park fairly far away from the parade route. This was not

as bad as it sounded, since many people bring out their classic cars to attend the show, and my walk was made easier by looking at all of them lining the streets of the town. If you have not attended one of these spectacles, I highly encourage it. It is a great party atmosphere, and the people who attend are there to admire the cars. On my way into town, I encountered a group of people who were judging the cars as they drove by. I received 3 10s and 1 8 from them. While walking around the show field, I met some new people, some who are very familiar with the club and others who are members, but do not attend meetings. I did wear my ISOA hat on purpose to act as a beacon to those in the know, and it worked flawlessly. One of the people who stopped me on the street was Joe Alexander of Alexander Racing Enterprises. We had a long discussion about Triumph cars, racing

and related topics. It turns out that Joe organizes the annual Kastner Cup race that many in our ranks have attended at different tracks across the country. Joe informed me that the Kastner Cup would be held at Road America in September of 2013. This should be a great time, since Joe plans to provide those who drive their Triumphs with incentives, such as track tours, an autocross, and even the opportunity to parade around the original street course through the town in addition to watching many Triumphs race. I can't wait; it should be so much fun.

At the track the following day, I met more people from our club. Actually as I was trying to find a parking place, a strange character driving a golf cart flagged me down and asked me where I wanted to go. This struck me as a bit odd, since I did not know this individual and I politely declined. He persisted and then introduced himself as Joe Byers, a member from Iowa. I was relieved by that information and readily accepted his offer to be chauffeured in the golf cart because those who have been at the track know it is huge, and you can wear yourself out just walking around the place. Thanks Joe!

We all enjoyed watching Dennis Delap race his TVR. Dennis was the only brave soul from ISOA participating in the racing that weekend. Saturday evening

I attended the streetcar concourse, and ran into our own Barristers For a Buck, Bob Steele and Pat Morse. I also saw also the entire Fisher crew and Peter Conover's Aston Martin. but not Peter.

The club was well represented in attendance at this event, but alas, mine was the only Triumph there. My apologies to those who I met but did not mention here. I could easily go on about this weekend, but space limitations prevent it.

Road America is such a fun venue, and you can have a great time getting there as well. We need to make an effort to bring more of our members to the track for next year's Kastner Kup!

Junior





RAVINIA OUTING

TEXT AND GRAPHICS BY
JACK BILLIMACK

AS TOLD TO **BOB STREEPY**

ON SUNDAY, JULY 29, SEVERAL Coventry Irregulars gathered at the Highland Park residence of Irv and Vicki Korey in Highland Park to savor some sustenance as well as a heaping serving of fellowship before departing for the nearby Ravinia Festival Park to enjoy an afternoon of classical music. The group consisted of the hosts, Irv and Vicki, Bill and Kim Jensen, Jack and Barb Billimack, Jack and Mary Lou

Gleason, and Denise Allgaier. The consortium of Triumphistae sampled beverages and munchies on the patio of Casa Korey before departing for Ravinia.

Peter “Maestro” Conover although not present for this year’s concert, had prearranged for a special ISOA parking area at a private entrance close to the access gate. Even though Maestro was exhibiting his Aston Martin at a concours in Michigan, his influence was very evident and much appreciated by the Coventry Irregulars.

The group settled on a pleasant, shady spot close to the speakers [as well as restrooms] and were soon

joined by Joe Kaplon who had motored up from the south suburbs in his Spitfire. The consortium of ISOAers visited and whiled away an idle hour or so until around 5 PM when the concert got under way. In the words of Jack’s “Spuds” Billimack, “There were no bugs

and no hot sun which made for an especially pleasant afternoon.” This commentary was especially relevant after the brutal heat we’ve suffered through most of the summer.

As the group passed the time, Joe displayed a custom made quilt that his mother and wife had crafted for him out of Triumph T-shirts. It also had an embroidered boarder that featured stitched Triumph models. All of the Triumphistae unanimously agreed that the comforter was a work of art, and Joe offered to display it at a meeting for other club members to appreciate.

As for the concert itself, the group all concurred that it was quite agreeable. The music lasted about two hours, and while the Chicago Symphony Orchestra, good as it may be, is no Spinal Tappets, the reviews were nevertheless quite favorable. At the conclusion of the performance, the group waited for the crowd to dissipate before departing.



Once again the annual Ravinia Festival was a hit. Good weather, good entertainment, and good camaraderie all added up a most pleasant outing.

Spuds



VINTAGE TRANSPORT EXTRAVAGANZA.

TEXT & GRAPHICS BY BOB STREEPY



HUNDREDS OF VEHICLES RANGING from 2 to 18 wheelers gathered in bucolic Union, Illinois, on the

expansive grounds of the Illinois Railway Museum to attend the 22nd annual the Vintage Transportation Extravaganza on Sunday, August 5th. Among those in attendance were a dozen or so Coventry Irregulars in Spitfires, TR4s, 250s, 6s, and a 1911 Model T Ford. Prior to the show, several of the Triumphistae met at Alexander's Restaurant in Elgin for breakfast. Jack "Spuds" Billimack led this phalanx of six Triumphs [plus one Miata] on a half hour back road caravan from Elgin to the Illinois Railway Museum in Union.

This particular event is quite likely the most esoteric show in the greater Chicagoland region. There are no trophies or pretenses at this event, and the range of vehicles defies description. There is simply no way of anticipating just exactly what will be on display at this event from year to year. There was everything from a Cushman scooter to '97 Grand Marquis [brown, of course]. If it had wheels, it's likely that you might well encounter it at Union.

This year, Spuds made arrangements for our group to park with Corvairs, Model As, and Ts in a shaded area backing up to trolley tracks that took the visitors on a tour of the grounds. It may well be the first time that a visitor could take a trolley from the entrance and ask the conductor to stop at the Triumph exhibit.

There were dedicated grassy lots set aside for General Motors, Ford [including 7 retractable hardtops!], orphan autos, trucks, buses, scooters, bikes, kit cars, and several categories

of obscure, bygone vehicles. In addition, visitors were able to view dozens of barns full of historically significant examples of mass transit, including interurbans, trains, trolleys, streetcars, etc.

In many respects, the 2012 iteration of this event managed to hit all the right notes for your humble and obedient scribe in that it attracted an unusual and eclectic assortment of vehicles, was located within an easy drive of Snic Braaapp Towers, and featured spectacular weather. On this particular day, unlike most previous outings in the 2012, the weather conditions were delightful, as opposed to the blast furnace that has been the summer of 2012. Driving out to Union with the top down in caravan of ISOA Triumphs along quiet scenic country roads in sunny 73° temperatures on a pleasant Sunday morning to see hundreds of interesting cars was a nice reminder of why we have these cars.

Suds





INSTALLING A LOGIC
OVERDRIVE CONTROLLER
TEXT & GRAPHICS BY
MIKE "WHEELMAN" KONOPKA

AFTER A LONG HAUL AND WITH MUCH help from fellow ISOA members, I now have a rebuilt J-type overdrive transmission installed in my '74 TR-6. During this rebuilding process, I had time to research and ultimately install, a logic overdrive controller circuit in my car -- with great results!

Basically, a logic controller uses an electronic circuit to engage and disengage an A or J type overdrive in a smart and driver-friendly way. While in overdrive, logic controllers sense when you shift through neutral and then disengage the OD. This not only saves wear & tear on the trans & drivetrain, but it also means you'll never forget to disengage overdrive again. If you want to stay engaged in overdrive during a downshift, say from 4th OD to 3rd OD, you simply depress the (momentary) OD switch during the downshift. This \$100.00 "advanced" logic circuit was purchased from Tim Walker in the U.K. (he offers a "basic" version, too) and shows a status light when OD is engaged. This status light also dims whenever the headlights are turned on to avoid driver eye strain. Tim's circuit is fully epoxy encapsulated so vibration and moisture won't affect its reliability. Additionally, it has several LED display indicators on the module that perform a system check each time you start the car.

Using your existing transmission's wiring harness, solenoid, and inhibitor switches, the installation is pretty straight forward. You don't need to remove the transmission tunnel. This controller came with a link to download complete installation instructions and schematics as a PDF file.

The logic controller circuit itself measures about 1 & 1/2" square

and is about a 1/2" thick. You can mount it anywhere you like, but I mounted mine to the driver's side of the radio chassis with Scotch Heavy Duty Velcro. In this location, it's in proximity to most of the electrical connections such as ground, 12 volts, OD switch leads, headlights switch, and the output to the transmission wiring harness. I can snap it in and out of its velcro mount anytime I need to. As I don't have the center cluster speakers in my TR-6, I can just see the four LED test lights peeking out from under the dash. (see photo A)

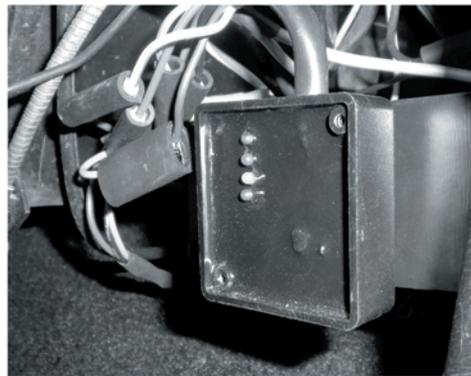


Photo A

Under the car, there is a suppressor jumper that connects between the two spade terminals of a J-type solenoid. This supplied jumper contains a standard diode and also has dual spade lugs on each end. After installing the jumper, you simply connect the existing ground and OD hot leads as they were previously attached. (See photo B)



Photo B

I ordered a Triumph style wiring bullet and snap connector kit from britishwiring.com. I used the solder-type bullets to make the vari-

ous connections. I also made several mini wiring harnesses with scrap wire and heat shrink tubing purchased from the local hardware store. I also used crimp style T connectors to pick up 12 volt & headlight connections without cutting any wires.

Most logic circuits use a momentary switch to engage and manually disengage overdrive. This is unlike the latching OD stalk switches that are stock on TR-6's and other Triumphs. I debated awhile as to whether I would mount this momentary switch as a stalk-steering column switch, on the gearshift lever, or elsewhere. Tim's controller kit also included a momentary pushbutton switch for gearshift mounting. In the end, I settled on the steering column mounting and a stock switch for both the original look and functionality.

An ISOA member had warned me that new stalk-type overdrive switches that are currently being peddled are unreliable and will malfunction in short order. So, I was able to source an NOS overdrive switch on Ebay. When this switched arrived, I disassembled and modified it for momentary action by installing a ball point pen return spring. I also cut down the ball detent spring inside the switch by about 1/3rd which provided the perfect "feel" for a momentary stalk switch.

Tim Walker's logic controller kit also included the status light described above. However, after more sage ISOA member advice, I elected to use the long defunct seatbelt warning lamp which was already in place on my '74 TR-6's dash. I disconnected and taped off these two lamp connections and then made a mini harness that routed to the logic controller module just below. The stock incandescent seatbelt warning bulb was a bit dim for good visibility, so, I replaced it with a "super bright" red LED from Radio Shack and a 470 ohm 1/4 watt resistor in series. Once heat-shrunk, the LED assembly

slid easily into the empty lamp bezel tube. (See Photo C) Remember that

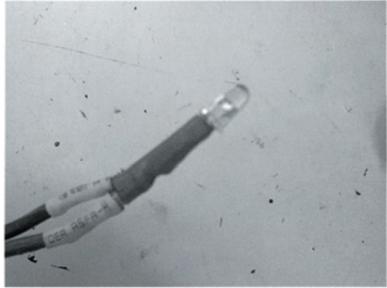


Photo C

LEDs are polarity sensitive. I also carefully removed the "Fasten Seatbelts" faceplate of the lamp bezel and used my P-touch label printer to inscribe, "Logic OD." It lights up well in the daytime, and thanks to the logic circuit's dimming function, it doesn't blind vision at night. (See Photos D & E)

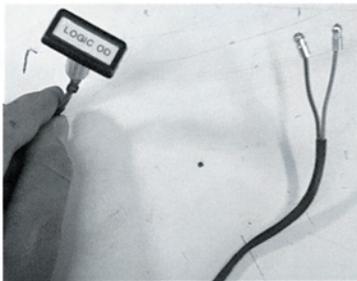


Photo D



Photo E

Once the logic controller was all wired up, I tested the system in the garage by just turning the ignition to the "on" position. The controller did its little LED test routine and then blinked red indicating it was OK and in its "ready" mode. When I shifted to 3rd or 4th gears on my J-type, a green LED illuminated indicating that the system was "go" for overdrive engagement. And then, when I flicked the momentary OD switch

on the stalk, two more LEDs on the logic controller lit up along with my dash mounted status light. I also heard the J-type solenoid click into its engaged position. Shifting out of 3rd or 4th cancelled overdrive unless I kept the stalk switch depressed.

Out on the road, the logic controller performs great. Overdrive engages smoothly, and the status lights confirm this. When I'm exiting off the highway, there is nothing to remember in regard to the overdrive. If it's a long exit ramp, I've found that a quick shift to neutral and then back to 4th gear makes a smooth speed transition, almost like downshifting a typical 5 speed. I've also noted that with my trans, a really quick shift from 4th to 3rd retains overdrive. Predictably, however, normal shifting through neutral disengages overdrive as intended.

Many thanks to fellow ISOA members including Steve Yott, Bob Streepy, Jay Holecamp, Roman Hrynewycz, Jim Aldridge, Joe Pawlak, Mark Hattenhauer, Mike Blonder, and our great friend, Dave Kayson, without whom this great upgrade to my TR-6 would not have been possible.

Overdrive Controller Supplier's Links:

Tim Walker
http://www.triumph-tr6.co.uk/products/info/jt_advanced.html

Dale Osterndorf
http://od_cntl.webring.com/Overdrive_Controller.shtml

RevingtonTR
http://www.revingtontr.com/shop/product_display.asp?mscssid=EQQA3SRE4AU58LUFEX56JD8E2UFK0P2E&CarType=TR6&ProductID=RTR1001K



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HIGHLAND PARK HISTORICAL SOCIETY'S AUTO HISTORICA XII

ANTIQUÉ AUTO SHOW CELEBRATES
EUROPEAN CARS IN THE
SPORTING TRADITION
TEXT & GRAPHICS BY PAT MORSE

AutoHistorica XII

The Automobile as Art



ON JULY 12TH THIS YEAR'S EDITION of Autohistorica was held on the well-manicured lawns of the Highland Park Historical Society. This small, invitation only show has featured numerous Pebble Beach, Amelia Island, and Meadowbrook cars during its twelve year history, and this year was no exception. It is amazing how many people with extremely valuable cars will bring them to a show if you promise them a free lunch.

When this reporter started the show back in 1999, the entrants were judged under "Modified Bulgarian Rules" wherein each exhibitor



was required to also bring a farm animal and a wheel of cheese, all to be judged under the strictest criteria. Alas, like the rest of society, the standards of car shows are slipping, and those halcyon days are long in the past. The show now features a people's choice award, an award from the Mayor of Highland Park and several other prestigious sounding awards with intentionally vague standards.

One such award was the Camille du Gast award. The award is given annually to the female who exhibits the most impressive auto. For the uninitiated, or for those with an actual life who can't be bothered with arcane automotive minutiae, perhaps some explanation would be useful.

Camille du Gast was arguably the most famous female race driver of the brass era. She was known as "the Valkyrie of the motorcar" and was reported to be quite a beauty. When she faced discrimination because of her gender from the motoring establishment, she turned to open ocean powerboat racing and horse racing.

The most accomplished female racer of that era was Violette Morris. She was an Olympic athlete, boxer, motorcycle racer and race car driver. She was definitely hard core serious. She had her breasts surgically removed because they interfered with her steering wheel. It occurred to me that the relationship between breasts and steering wheels must have fundamentally changed since that era as they seem quite compatible now. She also liked to wear men's clothing. Hmm.

She is now just a footnote in history because with the outbreak of WW II, she fell in with a bad crowd. Her nickname became "the hyena of the Gestapo." She died in a hail of French resistance bullets and for obvious reasons, there are no awards named after her. But I digress.



This year's winner of the Camille du Gast award was Tricia Felski. (Not a member?) She exhibited her refrigerator white, 1967 Triumph Spitfire. It takes a certain amount of pluck and spunkiness to exhibit your Spitfire next to a 1927 Mercedes Benz S. Yin and Yang indeed.

Each year's show has a theme, and this year featured sports cars with an emphasis on European thoroughbreds. The ISOA has been represented in the past by such stalwarts as Billy and "Big Mamma" Pyle, Keith "Gastro Boy" Gill, Bob "Burnout" Steele and Mel "Mel" Merzon. This year's flag bearer for the club was Peter "Maestro" Conover.



Peter's award winning and beautiful Aston Martin was right at home on the lawn next to a Devin SS, Arnolt Bristol Bolide, Lamborghini Countach, and Alvis Speed 25. Over fifty cars and motorcycles were present for the large and knowledgeable crowd to admire. The weather was beautiful, albeit somewhat warm and a good time was had by all.

This is a little gem of a show where you will see cars that rarely appear for public viewing. Look for it next year.



SYCAMORE CRUISE NIGHT

TEXT & GRAPHICS BY JOE PAWLAK

EACH YEAR THE SYCAMORE CHAMBER hosts a cruise night the day before the Fizz Ehrler Car Show, which is a big American iron extravaganza attracting 1500 plus cars. The Saturday cruise night portion of that weekend brings out around 200 vehicles on its own which is not too shabby attendance numbers. The night has a live band, beer tent, food vendors and for the last few years, a representation of the finest British built sportscars from Triumph. Each year our cars attract a steady flow of on-lookers who not only look, but engage in

active conversation about them. How many 57 Chevys can you continue to look at night after night? We had a small group of Triumphs in the premier North lot of the show. Sue & Rick Paulsen's 76 Spitfire, Pat & Tom Morgan's 76 TR6, Kathy and Joe Pawlak's 1973 Stag and 1965 Spitfire. A pair of Mazda MeeTooAs were also brought that night by Bob & Mary Crowley and the Elizabeth Morgan. For shows like this, there are plenty of kids who are getting dragged through the sea of cars by their parents. I never get tired of the thrill and look on some 11 or 12 year old's face when I ask them if they want to sit in the old Spitfire. The response is always an enthusiastic yes! Sometimes I'll get the occasional "mom" asking if they could sit in the car, too, and this night was no different. After all these years, the car is still a chick magnet. That's how I snagged Kathy 34 years ago. (Not to worry dear, they only touched the car) Everyone has always been respectful and mindful of our cars. Tom Morgan observed and com-

mented to me on how many people constantly asked about the Stag.

I think this is what irritates the muscle gearhead guys so much. It's the openness of the Triumph people having conversations with folks and the occasional treat to sit in the cars. We talk about the fun we have driving and the places we go. Maybe it's part jealousy. They really don't drive them, the family is usually not involved, and they have signs all over proclaiming "Do Not Touch." We are at the other end of the spectrum; no wonder we always attract a crowd. We'll be back next year. Not to make them jealous, but just to irritate them some more.



Stagmeister

HELP FOR THE TITLE IMPAIRED BY MIKE JOHNSON

ABOUT THREE YEARS AGO I approached Bob Streepy with a proposal. Suggesting the club perform for its members a new service, I offered to do some research and report back to the membership. The research? How to title a member's car bought without a valid title. At the last meeting, Dennis Delap reported that after a few false starts at the Secretary of State's office, he had received a title for an owned but untitled Triumph powered TVR. In his enthusiasm, he did mention that this writer had assisted him with his process.

Reading some very specific language in [(625 ILCS 5/3-109)

Information from the Illinois Secretary of State regarding Application for Certificate of Title], I discovered that an officer of an antique vehicle club or association (for antique vehicles only can act as an expert when it comes to a written appraisal of the current wholesale value of (an antique) vehicle. Our Illinois Sports Owners Association can now, without cost to its members, successfully process and submit a Secretary of State's surety bond for title. It might cost non-members some nominal fee—but that could be decided by the board when non-members find out we can do it.

There was much effort that went into securing a successful end to the process. I received and am still receiving legal advice from attorney/club members; designed forms for

written appraisals of the wholesale value of member's vehicle; talked to multiple officials at the Secretary of State's DMV headquarters; designed and produced an "official" application form for the member/owner; presented my findings at a club meeting and got tons of advice from experienced and sympathetic members too-numerous-to-name.

All told, the story and its first success was a joint effort that now can be used as a model for any member needing information about titling, about bonding or assistance with the process. Remember, all the help is free to members. If anybody needs help, call me at 773-718-1429.

Scooter



CONCOURS OF AMERICA

TEXT & GRAPHICS BY
PETER CONOVER



BACK IN 2008 WHEN THE VTR CONVENTION was held in Ypsilanti, MI, (site of the Spinal Tappets infamous “banned in Detroit” debacle), I had made time to go to the Meadowbrook Concours in nearby Rochester Hills. Having also attended the Amelia Island Concours the prior year, I was very impressed and vowed that I would enter my Aston Martin whenever its restoration was eventually completed. Having accomplished that last year, I filled out the online nomination form last fall, and shortly after, I received word that my car had been accepted.

In 2011, the Concours had changed location and name: It is now called the Concours of America and is held at the Inn at St. Johns in Plymouth, MI. Plymouth is on the “Chicago side” of Detroit and somewhat closer than Meadowbrook was, yet it’s still a 270 mile drive. In the year that I been driving my Aston, I had never driven it that far in one stretch, and until just before the trip, I was still considering bringing it on a trailer. Of course, I don’t have my own trailer and wasn’t really interested in dealing with borrowing or renting one, so in the end, I ended up driving the car. As it turned out, my wife Kristi, who as a potter travels to a lot of art fairs during the summer, had the chance to do a show in nearby West Bloomfield the same weekend, so we would have our own mini caravan.

As the day of our departure approached, I was hoping for decent weather. I got my wish, and the 4½ hour drive was accomplished relatively comfortably and without incident. We arrived on Thursday, and most of the show cars still hadn’t arrived, but I could see it would be a great venue for the Concours. The Inn of St. John’s used to be a seminary,

and I had assumed incorrectly that the transformation of the grounds had been undertaken after it was sold, but in fact, the golf course and other amenities were all there from the start.

In the days leading up to the actual Concours, I was able to avail myself of the car washing facilities set up at a nearby High School. I was also able to preview and attend the RM auction that was held on site. Although many of the cars – primarily vintage American cars - were selling for less than their catalog estimates, it was still an enjoyable experience.

It was possible to place our cars on the Concours fields beginning Saturday afternoon, and I availed myself of the opportunity. Once in place, even though I thought I had been pretty thorough cleaning the car the day before, I still managed to spend over 3 more hours prepping the car. As I worked, some of the other cars in my class [Postwar European Sportscars] also arrived. Even though I had scanned the entry list and was properly intimidated by the level of cars entered, I could immediately see that the overall level was even higher than I had thought. Nonetheless, as I worked, many of the participants who came around were genuinely interested in my car and had a lot of nice things to say.

One of the positive sides of all my early preening was that I then didn’t have much more to do on Sunday morning, the day of the Concours. As the covers came off and the rest of the cars came rolling in, the overall general level of anticipation rose like the morning sun. There were well over 300 cars entered, ranging from “Gaslight” cars from the turn of the (20th) century to contemporary “Supercars,” with everything in between. Given its proximity to Detroit, it’s not surprising the show seems to skew toward American cars - Duesenbergs, Cords, and Auburns, as well as Cadillacs, Lincolns, and Packards - but there was certainly no shortage of European cars. In the “Postwar Sportscars” class there were other Astons, Ferraris, Maseratis, and a Healey, along with some real exotic cars including a Bizzarrini.

The Concours had over 50 judges, most with extremely impressive credentials, on hand to rank all of these entries. It was stated in the concours

guidelines that trunks and hoods were to remain closed throughout the Concours. I found out that this was what is known as a “French Concours,” and that the judges wouldn’t be tallying points or making deductions for any faux pas, but rather, they would be judging the cars based solely on their gut impressions. Even with that knowledge, I certainly hadn’t neglected tidying up my engine compartment. When the 3 judges for our class came around, they chatted with me briefly about the car and were generally very complimentary. They did however “ask” if they could see the engine and seemed impressed by what they saw.

After the judges moved off, I took some time to explore the other cars in the show. By that time, the spectators had arrived en masse. After an hour or so, I returned to find a red ribbon on my car. The “Best” in each class, in our case the 1966 Bizzarrini 5300 Spyder S.I., was identified fittingly with a blue ribbon, and the rest of the winners in each class, called a “Lion’s Award,” (3 in our class) had the red ribbon. At a pre-scheduled time soon after, the 4 winning cars from our class were led through the show field to the reviewing stands. Each car was presented to the audience, with the masters of ceremonies speaking at length, seemingly from his own knowledge without any kind of written notes, on the characteristics and features of each car. Needless to say, I was thrilled and also hopeful that my car wouldn’t take that moment to decide to do something unseemly.



The day wound down, with the special awards being given out until about 4:00. After its moment in the spotlight, the following morning my car seemed ready to get back on the interstate and head back home to Chicago.

Maestro



A STATE OF GRACE
TEXT & GRAPHICS BY
ROMAN HRYNEWYCZ

John and Grace travel, scores of people crowd around for the opportunity to scribble something on her. John has some amazing stories to tell of his adventure around the country in this trouble-plagued car. All of the heart wrenching stories people have shared and the joy he has brought to many are all wrapped up in his effort. He has admitted that he has thought of giving up on several occasions, but the sight of all of the signatures adorning Grace provide the needed encouragement to continue.

family did not have any type of memorial for him, and I wanted to do something for him on his birthday. I thought it rather fitting that after years of battling MS and then colon cancer, his name would be added to those that inspire John to keep this clapped out Healy on the road and that his indomitable spirit would help them on their journey.

If you think that this is a worthwhile cause, you can find John's web page on Facebook by searching for Drive Away Cancer.

ON A RECENT TRIP TO ROAD AMERICA in Elkhart Lake, Wisconsin, I had the distinct pleasure of meeting an incredible person and his car, on a mission. His objective is to raise funds for cancer research so that one-day we will be able to Drive Away Cancer. The man of whom I speak is John Nikas and his wonder car Grace. Grace is a thoroughly lovely 1953 Austin Healy 100. One look at her, and you know how much people love this car. You see Grace is a rolling shrine for many people who have been touched by the scourge of cancer. Every available space on her aging bodywork has a name or a message scrawled on it. Wherever

This is not John and Grace's first time around the country, but this year's effort is centered on the One Lap For America where he is going to drive 50,000 miles and through all 50 states to raise cancer awareness. This club has been involved in something similar with the TTA Stag project to raise funds for posttraumatic stress disorder, but it seems that this endeavor is a bit different. Many more of us have had personal experiences or loss due to cancer. It was not so long ago that the ISOA family lost Mike "Toofus" Mueller, and I had watched a good friend and neighbor be consumed by it. For me, getting to meet John and place my neighbor's name on her was an unexpected opportunity. I had no idea that they would be there. My friend's



Junior

Ed Note: The September issue of Hemmings Sports & Exotics includes a feature article by David LaChance on John Nikas and this Healey on pp 36-39 There is also an excellent feature on the Haggerty Insurance Digital Magazine at <http://www.hagerty.com/>.

HEARTLAND BRITISH AUTOFEST
TEXT AND GRAPHICS BY FRANK CARTRIGHT
AS TOLD TO BOB STREEPY



AFTER MISSING THE CHAMPAGNE British Car Festival in May and the Mad Dogs and Englishmen event in July, I was determined to attend the Heartland British QuadFest in Davenport, IA, on August 5. I left Darien in my

TR7 around 3 PM on Saturday with the top down and the sounds of the Grateful Dead blasting from my stereo. Life was good!

Just as I reached I 80, the skies opened up and I had to make for the nearest underpass to put the top back up. I drove through the monsoon with my A/C on full blast to keep my windshield clear of fog for half an hour before it finally let up.

I arrived in the Quad Cities at around six and headed to Grumpy's, my favorite watering hole in the Quad cities, before checking into my hotel.

The following morning, the weather was perfect and I met Ed Mitchell at the show. He had driven his Morgan from nearby Lanark. There

were probably an additional 80 cars in attendance, including a nice right-hand drive, early TR two. After giving the show field a thorough going over, Ed and I headed to the 11th Street Bar and Grill to enjoy their famous pork tenderloin sandwich before calling it a day.

I've attended this event several times and I've always enjoyed it. This year was particularly nostalgic, if for no other reason than I couldn't help thinking of the previous times that I attended with Yacker, Toofus, and Stumpy Joe. Their absence added a dimension of sadness to my otherwise uneventful trip home.

Frank



Cont'd from page 1

so cars. Most of these races finished with considerably fewer cars than when they started.

Among the highlights of any Friday night at Sycamore is the popular “one on one drag racing” in which spectators compete with one another in their daily drivers. One of ISOA’s own, Joe Byers, elected to participate in a 1955 Chevrolet four-



door sedan that he had driven in from Iowa. Despite being eliminated in his

first race, Joe was quite exuberant following the race and vowed to do it again. The “run what you brung” winner barely edged out his rival in the finals. The second-place finisher lost the rear end on the last turn and overcorrected by turning to his right. This resulted in a head-on collision with the track retaining wall, much to the utter delight of the crowd. We can only imagine how the driver went about explaining the significant damage to the front end of his car to his insurance agent the following day.

The next-to-last race was the ever popular figure eight and included two heats; one for full-size cars and one for compacts. The track configuration was slightly different this year as the cars did not reach the same velocity as in the past. Nevertheless, the races proved to be highly entertaining.

The piece de résistance for any evening at the Sycamore Speedway is without question the demolition derby. This year was no exception, even though the derby was restricted to compacts rather than full-size cars that have dominated this event for decades. While we missed watching the old land yachts, especially the stations wagons, lumber about in reverse trying to bash each other into unrecognizable lumps, the smaller cars proved the old adage “it ain’t always the size of the dog in the fight, it’s the size of the fight in the dog.”

At the conclusion of the festivities, despite the absence of any driver fisticuffs, major incendiary activities, or automotive acrobatics, the Coventry Irregulars were unanimous in their opinion that this event remains number one in the hearts and minds of the Triumphistae.

THIRD ANNUAL BLONDERHILL WINE FEST



COME TO BEAUTIFUL HARBOR COUNTRY, Michigan, on Saturday, Sept. 22, 2012 for a fun-filled day of eating, drinking and spirited driving. Spirits and driving will, indeed, be the themes of the day! This event starts at the cottage of Mike ‘Hands’ Blonder at 13643 Johnson in Harbert, MI. From the Chicago area, Harbert is about a two hour drive from the north, an hour and a half from the west, and about an hour from the south. People from Indiana (you know who you are!) merely need to roll out of bed and

make the short drive over. For those familiar with the area, Harbert is three towns north of New Buffalo and is the town on the Red Arrow Highway where the famous Swedish Bakery is located.

This year we’d like participants to arrive at 11:00 Eastern (10:00 Central). Subs, chips and drinks will be served for lunch. Next stop will be Fenn Valley Winery near Saugatuck, about an hour’s spirited drive. After Fenn’s, we drive to Crane’s Pastry Shop for a sweet bakery treat and some interesting antiques to look at. They also serve chili. Following Cranes will be Contessa Winery, then Karma Vista Winery (very groovy, man). Some wineries now have a modest (under \$10) charge for tastings.

We’ll then drive (spiritedly, but soberly) back towards the cottage for a barbecuedinner . After dinner, we’ll drive ten miles north to Weko Beach in Bridgeman for ice cream and taps at sundown. Then we’ll return to the cottage for a campfire, libations and tall tales.

Sunday morning, we’ll breakfast on treats from the Swedish bakery. People can hang at the cottage, go to

the beach, take a trip to the Studebaker museum in South Bend, or visit other attractions, including more wineries. The garage is finished, so no forced labor this time around.

Lake Michigan is a seven minute walk or three minute drive from the cottage at any time, so bring a swim suit if you like!

Historically, people have stayed in the Super 8 in Sawyer, about a five minute drive from the cottage. Phone number is 269-426-8300. Get reservations early; everywhere else is much more expensive. Anyone is welcome to pitch a tent in the sandy grass at the cottage.

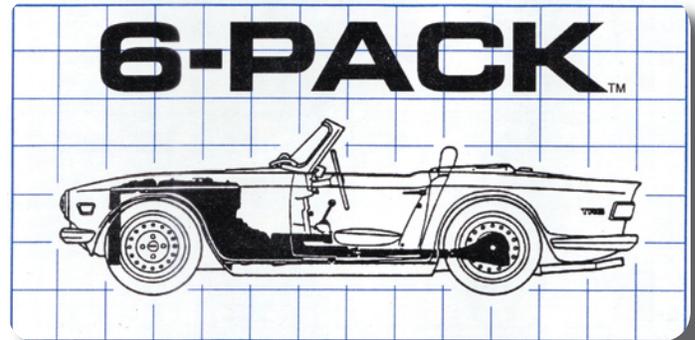
Please let Hands or Whistler know if you plan to attend so we know how much food and spirits to get!

Mike ‘Hands’ Blonder 630-290-4682
mmdbr1@comcast.net

Terry ‘Whistler’ Underhill 607-329-8589
tunderhill@kraftfoods.com



British Car Festival
26th Annual!
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



TRials 2012 - Sept 6-9,
Welland, Ontario



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



Sat., Oct. 8th
2nd Annual Rod Blagojevich
"Never Say Die" LeMons Race
Featuring "007-Rusty Galore"

2013 Cantigny Classic Winner
DRIVEN BY THE PASSION OF THE
CLASSIC CAR

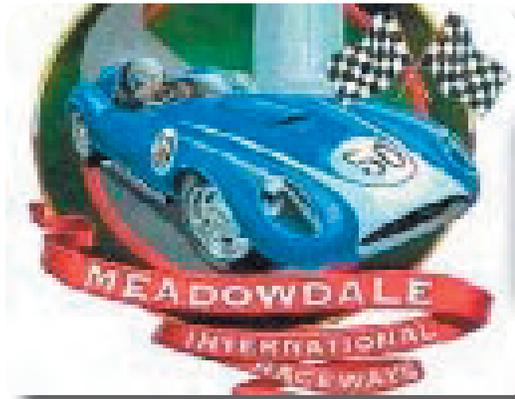
CAR SHOW
CANTIGNY PARK
SUNDAY, SEPTEMBER 16, 2012 • 9:00 AM TO 3:00 PM

REGISTRATION Free! (Includes a \$12.00 Registration at the table \$15.00 Cantigny Parking fee included Registration form on back Free! (9:00 through 10:00) Free! (10:00 through 11:00) Free! (11:00 through 12:00)	AMENITIES Fattie (see Choice Vehicle) Best of Show Award Best Paint & Finish Awards DJ Music by "Cantigny Sound" Cantigny Available Cantigny and Museum	ARRIVAL Registration Opens at 7:00 AM and Classes at 10:00 AM 12:00 to 1:00 PM (Arrival Only) No Reservations - No Seating Seating Will be Assigned together Must Arrive Together
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Sunday, September 16
Meet at Holekamp's 7:30 AM
133 Danada Ct., Wheaton, IL

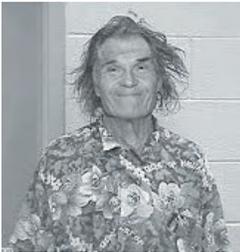


4th Annual Car Show
Sept. 17th
Raceway Woods, Carpentersville
This year's event will honor Carrol Shelby and the
50th anniversary of the Cobra. The feature will be the
1968 SCCA Trans-Am that was held at Meadowdale!
New this year...Ride the tram from the park-
ing lot for a scenic tour of the raceway!



Dear Editor,
It appears as if there has been a terrible misunderstanding, and since no one else will provide me with a public forum to state my case, I

am turning to you to tell my side of the unfortunate incident that has recently brought me into the media spotlight. In an attempt to do some scholarly research for my latest film, "The Yank" [we're not making this up], I decided to attend an adult film theater to help put me in the proper frame of mind, if you get my drift. The subject matter did not "inspire" me to the extent that I felt an urge to "massage" my nether regions. I did not do anything wrong; it's just that the zipper and button on my trousers both inexplicably and simultaneously failed – as Triumph owners, you people are certainly with sudden coincident failure – or at least you should be. At any rate, now I have been unceremoniously sacked from my new PBS gig, and I am in search of a new position. Any advice?
FW, Hollywood



Dear Fred,

While it is true that we Triumphistae have occasionally experienced the dreaded simultaneous failure syndrome, seldom has it ever affected our ability to keep our pants on, although some emergency repairs have ended up with an inadvertent display of the embarrassing and dreaded "plumber's butt." We deeply regret that your attempt at method acting has resulted in this unfortunate "exposure," and we wish you good luck in finding new employment. In the meantime, after you complete your mandatory community service, undergo some therapy session, apologize to your fans, and deny that you've done anything wrong. We would humbly suggest that you seek consul from Paul Reubens, Hugh Grant, or Eddy Murphy, each of whom had to overcome similar episodes in the careers.

ED

Dear Editor,
As I understand it, you will soon be having an election to determine your 2013 ISOA Board of Directors. I am somewhat of a political junkie, and there's nothing I enjoy more than seeing that the "Wright" individuals are duly elected to public office. Therefore, I would like to let your readers know that I am forming a super Pac to support the candidate who best represents my views and will implement the kinds policies that will be most beneficial to all of us, by which I mean the top 1%. No one has demonstrated the type of initiative that I prize more than my personal choice for the next president of ISOA - my good friend Earl. Even though he is no longer a member, I hope that my 20 million dollar gift to his election fund will help get his campaign off and running.
SA, Las Vegas



Dear Shelly,

While the Supreme Court has granted carte blanche to you and your buddies like the Brothers Koch, et al, while only making up 0.000063% of the population but contribute 80% to purchase unlimited attack ads under the thinly veiled guise of such innocuous title as "Restore Our Future" to advance your political agenda, the only thing most of us would like to restore would be our Triumphs. Besides, most of our previous chief executives have served under protest, and if you were to throw a bunch of cash at them, they would likely spend it trying NOT to get elected. We would humbly suggest that you put some of that cash to better use, like maybe trying to cover up the recent disclosure about paying for hookers to ply their trade in your Macau resorts.

Now, if you want to throw a few bucks into the ISOA Tool Fund, we'll listen. Come to think of it, we might even name the fund after you, since whenever we think of synonyms for you, tool comes to mind.

ED

Dear Editor,
I'm enclosing a photo of a prototype breakaway 2-piece clutch that I am planning to put on the market. I think it is the ultimate in green technology since it saves considerable wear and tear on the tires, transmission, driveshaft, and differential while still permitting the engine to run at normal speeds.



RH, Elmwood park

Dear Roman,

Far be it for us to quibble with an engineer [especially a fellow Huskie] when it comes to anything technical, however, it appears that your invention may still have a few "bugs" in it. For example, have you discovered a means of actually transferring the reciprocating energy from the motor to the transmission? We have it on good authority that your new "free flow" design may still need some further testing. We recognize that the Triumph engineers frequently put unproven technology in these cars when they were in production, but we would remind you of the sage advice of noted Triumph expert Jay "Cannonball" Holecamp who said, "There's a reason those guys are no longer in business."

May we humbly suggest that you head back to the drawing board with this novel approach and get back to us when you figure out a way to actually make it operative.

ED





AUGUST 2012

MEETING NOTES BY ISOA SECRETARY
PETER "MAESTRO" CONOVER

THE HISTORY MAKING AUGUST MEETING of the ISOA on the outside terrace of Mack's Golden Pheasant was called to order by President Roman Hrynewycz shortly after 7:00pm. Not only had a power failure due to severe storms caused the unprecedented cancellation of the July meeting, but flood damage in our usual meeting space forced us to relocate in August. Luckily, the weather gods and goddesses took pity on us, and the unrelenting heat we have been experience for most of this summer abated in time for us to have our al fresco meeting without too much discomfort.

We had four guests in attendance, Forrest Shields, who has a '61 TR-3, his son-on-law Tim Timmons, Steve Zuntic, who has a '61 TR-3A, and Aaron White, who has a '72 TR-6. After welcoming them, and insuring that subsequent meetings, should they decide to join our group, would not usually be held outdoors, Roman introduced the Board members in attendance. Being a lovely summer evening as mentioned, many members indicated that they had indeed driven their Triumph's to the meeting that evening – a fact substantiated by the numerous throaty exhaust notes heard by those of us who had arrived early on the terrace.

The "recent" past events portion of the meeting, covering not just one, but two of the year's busiest driving events months, was a marathon session in itself: Lorrie-Ann Fisher recapped the success of Rusty Galore at the LeMons event and announced two events upcoming in the fall – another LeMons race at Autobahn on October 13-14, and another Chump

Car Challenge at Road America on October 20-21. Lorrie-Ann also mentioned that Rusty would be featured in the upcoming VTR magazine. Denise Allgaier was asked to speak on her experience during track touring at Black Hawk Farms – more on that later. Bob Streepy spoke on the annual British Car Field Day in Sussex, WI, as well as the annual TRA National Convention attended by him and Jay Holekamp, featured on the cover of the August Snic-Braaapp. Bob added that next year's event will be held in Kentucky, and is hopeful that the closer distance will equal a larger ISOA contingent. I then spoke on the Michiana Brits car show in Notre Dame, IN that Roman and I attended. Many members contributed to the report on the annual Drive-In Movie night, with the general consensus that even lousy movies can't ruin an evening out with ISOA friends. Peter Ballard spoke on the Mad Dogs & Englishmen show in Michigan, specifically on the fortuitous repair that was accomplished on the Ballard's MG. Ed Klich spoke on the Barrington Concours in which Bob Streepy had entered his TR-4. Bob, Roman, Dennis Delap, and I all spoke on various aspects of The Hawk, the vintage race and concours weekend held at Road America and in Elkhart Lake, WI – it was mentioned that the Kastner Cup will be held there in September 2013, as part of VSCDA's Elkhart Lake Vintage Festival. Bob Steele spoke about Auto Historica, the excellent car show held each year in Highland Park. Rick Paulsen talked about the Sycamore Cruise Night attended by a number of ISOA members, who wowed the crowd with their British cars, in spite being vastly outnumbered by various varieties of American iron. And finally, Kim Jensen, spoke on this years' ISOA gathering at Ravinia to hear a concert by the Chicago Symphony.

Jim "Screamer" Aldridge was to serenade us with the latest of his Triumph-inspired songs, but decided his tender tones wouldn't be able to compete with the cicadas and O'Hare-bound jets flying overhead, and he asked to postpone the performance until our return indoors next month.

After a well-deserved break, Jack Billimack went through a list of many of the events upcoming in August

and September. Joe Kaplon displayed a wonderful Triumph-inspired quilt that had been made for him by his mother-in-law, utilizing many of his commemorative event T-shirts that he had noticed had been disappearing from his drawer.

The monthly raffle was drawn by Rosanne Felix, the raffle master herself, and won by Rick Paulsen.

For this month's Peter M. Roberts award, Rich Scholl nominated Tim Buja, Jack Billimack, Joe Felix, and Bill Jensen, as well as Rosanne Felix and Kim Jensen, who all stopped by the side of the road to help Rich when his car stopped running due to a fuel pump failure on the way to the aborted July meeting. Dennis Delap nominated Mike Johnson for his assistance in helping him to obtain an IL title for his car. Denise Allgaier nominated Rick Paulsen for helping her diagnose some problems with her car before the aforementioned track touring at Blackhawk Farms, and Roman Hrynewycz nominated Joe Felix for driving him home – significantly out-of-his-way – when Roman's car was disabled in Silver Lake. After enthusiastic Chicago-style voting for all the nominees, both Joe and Mike were honored with this month's award.



Then, in spite of having been nominated for the Peter M. Roberts award, Rick Paulsen was nominated for the Boomer award by Mark Hattenhauer for precisely the same action – however instead of accentuating Rick's positive achievements (pun intended), Mark choose to focus on Rick's having briefly made himself a spark plug electrode. With no other nominations, Rick was awarded the Boomer. He has already sent to the ISOA e-mail list a wonderful picture of the Boomer being scrutinized by 2 of his canine family members.

The meeting was adjourned at around 9:05.



CLASSIFIED ADS: The Illinois Sports Owners Association newsletter will accept classified advertisements from members who wish to buy or sell Triumph cars, parts or miscellaneous related material. We will run ads, at no charge, for club members for ninety days. We also accept ads from non-ISOA private individuals who have cars, parts or related items that we deem of possible interest to our membership on a case-by-case basis. We do NOT accept advertising from commercial enterprises – even if those businesses are owned or operated by club members. If a Triumph related business hosts an event which we feel might be of interest to our membership, we will inform our readership of this occurrence, but this newsletter, its editors, and the board of directors do not endorse, recommend, or otherwise support, implicitly or explicitly, any commercial entity doing business in the Triumph-related domain. All ad copy is taken from sellers. SNIC BRAAAPP does not inspect any cars as a prerequisite for inclusion here and does not assume any responsibility as to the accuracy of any ad text. As with any purchase, Caveat Emptor. To place an add, please e-mail Bob Streepy at: trstreep@sbcglobal.net or call 630/372-7565. *The editor reserves the right to adjust the length of an ad to accommodate the space available.*

•For Sale: 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 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: rcparker@comcast.net <http://qcbac.home.mchsi.com/parker68spitfire2011.jpg> [not an ISOA member 07/12]

•For Sale: 1965 TR4A. Will require a complete restoration. Engine rebuilt years ago. \$6,000 or best offer. Located in AZ. Photos available on request. Richard Crabb. (602)216-9737. richard@fastq.com [not an ISOA member 08/12]

•For Sale: 1972 TR6 hood, doors with glass, fuel tank, hub caps, wheels, tail lamps (one broken lense on each) heater and a few other bits. None perfect, but most very usable. Make me an offer for one part or all. Bob Lathrop . robert.lathrop@yahoo.com. [08/12]

•For Sale: 1974 TR6. In final phase of restoration. Clear title. Fresh BRG. Redlines. New Top [Black], New Seat Covers [Brown, [New Carpet [Tan]. \$14-16,000. Gary - 920/565-3678. [not an ISOA member 09/12]

•For Sale: 1 pair of 16PB complete rebuild-able front brake calipers cores. These are the 16 PB UNF threaded calipers. I bought these via Ebay but my TR6 needs metric threaded calipers. \$40.00 Mike Konopka (ttone007@gmail.com) [09/12]

Snic Preview

Coming in your October newsletter available at sleazier news stands everywhere

•Six Pack Trials

- Cantigny
- Geneva Concours
- Open Air Classic
- BCU

Lots More Stuff



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

Ann Buja 9/01	Mario Picciola 9/20
Jenny Pawlak 9/04	Paul Johnson 9/20
Jim Thing 9/06	Pete Eckstein 9/23
Joe Felix 9/09	Roman Hrynewycz 9/23
Denise Ballard 9/09	Bill Pyle 9/23
Ruben Luna 9/09	Steve Yott 9/23
Ed Klich 9/10	Nancy Grumbos 9/24
Stan Smith 9/13	Bruce Barnett 9/25
Yves Boode 9/13	Mike Marr 9/25
Mike Blonder 9/16	Paul Kurtzner 9/25
Kathy Swanson 9/17	Rosemary Sedlak 9/28
Jim Billimack 9/18	Kathy Mitchell 9/30
Sheri Pyle 9/19	

New Members

Steve Zunjic
5743 N West Circle Ave., Chicago, IL 60631-2438
773 775-2898 - EMail: zunjic@sbcglobal.net
61 TR3A

Tony Salem
11020 Cleveland Rd., Mokena, IL 60448-8206
708 995-7294- EMail: rocco4351@yahoo.com
51 Renown, 53 Renown, 72 TR6

Membership Coutss

182 memberships - 247members

Snic

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

Braaapp

THE REAR VIEW MIRROR

SEPTEMBER 2012



JON SNYDER'S 1974 TR6