



SNIC

BRAAAPP

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NEWSLETTER OF THE ILLINOIS SPORTS OWNERS ASSOCIATION

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

- NOW IN OUR FORTY-FIFTH YEAR -

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

B.C.U. CAR SHOW 2012

TEXT BY BOB STREEPY - GRAPHICS BY THE AUTHOR AND JACK BILLMACK



HARPER COMMUNITY COLLEGE [KNOWN LOCALLY AS THE University of Southern Palatine], was host to the 2012 British Car Festival. BCU, a consortium of Chicagoland British car clubs, has organized a yearly gathering of vintage vehicles with their automotive DNA sourced from the United Kingdom for more than twenty years. More than 530 British classic [and not so classic] cars attended the 2012 iteration of the BCU meet, which is the largest of its kind in the Midwest. This Anglomobile spectacle has

been taking place for nearly a quarter of the century, and the 2012 show will undoubtedly go down as one of the finest. The change in venue from Oakton Community College,

necessitated by a construction project on the Oakton parking lot, seemed to have no effect on the number of registrants, which was in line with the numbers from the last few years. The weather, always a deciding factor on

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INSIDE YOUR OCTOBER

SNIC BRAAAPP

- Six Pack TRials
 - Cantigny
 - Geneva Concours
 - Open Air Classic
 - Meadowdale Memories
- Lots More Stuff*



GENEVA CONCOURS *d'Elegance*

TEXT AND GRAPHICS BY
BOB STREEPY

NEARLY 200 SPECIAL INTEREST CARS, including a couple from ISOA, lined the streets of Geneva on Sunday, August 26 to participate in the eighth annual Geneva Concours d'Elegance. The assortment of vehicles ranged from relatively commonplace cars [to include a Spitfire, a TR3, and a TR4] to rare and exotic vehicles which are seldom seen outside museums. This year's featured Mark was Packard, and some 50 magnificent examples ranging from the turn-of-the-century to the 1958 "end of the line" for this famous American auto were on display on picturesque Third Street in Geneva, IL. Several of the Packards on display were Pebble Beach winners, thus it goes without saying that the quality of the restoration was extraordinary.



In addition to the Packards, other exotic marques included Rolls Royce, Hupmobile, Jaguar, Mercedes Benz, Ferrari, Cadillac, Lamborghini, Aston Martin, and Bugatti to name a few. Among the more pedestrian models represented were MG, Ford, Chevrolet, Pontiac, Oldsmobile, Plymouth, Studebaker, Fiat, Dodge, Volkswagen, and of course, Triumph. Quite possibly the most unusual car on display was a mid-30s Stout Scarab. This unorthodox looking auto was designed by William Stout, who began his career as an aerospace engineer and used his experience in airplane design to come up with what some refer to as the forerunner of the minivan. The body was constructed of aluminum mounted over a molybdenum frame. It was powered by a rear engine Ford flathead V-8. It is believed that only nine such cars were built, and the

original owners included William Wrigley, Harvey Firestone, and Robert Stranahan of the Champion Spark Plug Company.



Despite an intermittent drizzle that lasted most of the day, a steady stream of spectators ambled among the cars all day.

The Coventry Irregulars were well-represented at the specially designated club parking area. Some 10 ISOA Triumphs parked behind the old courthouse in Geneva and attracted a number of onlookers who reminisced about Triumphs. Our thanks to Tom Morgan and Denny Stock for organizing club parking.

Two ISOA cars were entered in the exhibit; Peter Conover's Benz Award winning Aston Martin and your humble and obedient scribe's TR4.

While the rain tended to dampen the atmosphere a bit, the presence of so many magnificent collector cars more than compensated for a little nuisance precipitation.

Suds

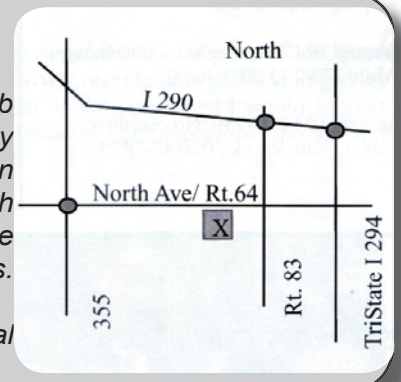




ILLINOIS SPORTS OWNERS ASSOCIATION

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

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



ISOA UPCOMING EVENTS

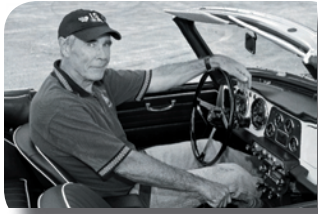
Month	Date	Day	Time	Event
OCT.	7TH	SUN.	10:00 AM	8TH ANNUAL ORPHAN SHOW - 23956 HWY. 53 SOUTH, ELWOOD
	7TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	12-14TH			FALL COLOR TOUR & CAMPOUT - KASPERS - KANSASVILLE, WI
	14TH	SUN.		TOYS FOR TOTS - VOLO
	28-11/2			VTR CONVENTION - GALVESTON, TX
NOV.	4TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	10TH	SAT.	8:00 AM	"HANDS ON" ELECTRICAL CLINIC - PAWLAK'S TRIUMPH QUARTER HORSE RANCH
DEC.	2ND	SUN.	4:00 PM	COVENTRY IRREGULAR 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
	26TH	SAT.	6:00 PM	2013 BIG BASH, MORETTI'S - 1175 W. LAKE ST., BARTLETT
FEB.	10TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] NOT THE FIRST SUNDAY
	TBA	SAT.		CLINIC
MAR.	3RD	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA			CHILIFEST
APR.	7TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	31ST	WED.	3:00 AM	HOUSE ON THE ROCK TOUR XXXVII

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

*The following is a special "encore"
BS from March of 2008*

AS SOME OF YOU MAY HAVE HEARD, THE new ISOA Board has recently decided to give a psychological assessment to prospective ISOA members to make sure that "newbies" are compatible with the current Coventry Irregular roster. What follows is a 1st draft of such an instrument.* We thought that SNIC BRAAAP readers, possibly even both of them, might want to take the test for themselves to see how well they match up with the general membership. Only one answer is correct, maybe. So sharpen those #2 pencils and keep your eyes on your own paper.

- 1) The first thing to examine when considering the purchase of a sports car is: (a) a 0 to 60 time that can actually be measured with a stopwatch rather than a sundial; (b) engineering that dates back no further than the New Deal; (c) the amount of rust on the frame at the rear trailing arms.
- 2) You are willing and able to perform routine maintenance functions on your car, such as; (a) changing oil, replacing spark plugs, bleeding brakes, etc.; (b) replacing a clutch by yourself in an evening; (c) decoking your gudgeon pins every 1,000 miles.
- 3) When going on a trip further than the end of your driveway, you pack; (a) insurance card, license, and registration; (b) cell phone, credit cards, crescent wrench, pliers, and screwdriver; (c) the extra copy of your Bentley shop manual, RainX, duct tape, electrical tape, JB Weld, wire, fuses, bulbs, oil, brake fluid, gear oil, ether, gas can, butt connectors, generator, starter, coil, plugs, points, condenser [or two], rebuild kits for master cylinder, slave cylinder, calipers, carbs, your backup frame, and all of the items in a and b.
- 4) To deal with the inevitable Lucas

electrical "issues" you have heard are inherent to these cars, you; (a) keep a spare fuse in your cubby; (b) take a community college course in automotive electrical systems; (c) memorize Dan Masters book and enter the ISOA Tech-sports on your cell phone's speed dial.

5) When caught in a sudden downpour in your drop-head coupe, you; (a) slow down, activate your power top and windows, and turn on your defroster and wipers; (b) pull off, erect your hood, install your sidecurtains, and turn on your demister and wipers; (c) head for the nearest overpass, fasten the three snaps on your tonneau that actually fit, add an extra coat of RainX, and put on the raingear you keep in the boot.

6) You come to a stop light, and a kid in rice rocket pulls up on your right and revs his engine. You; (a) stare straight ahead trying to pretend you don't notice him, and when the light changes, pull away as he leaves you in the dust; (b) turn to him and say, "I'd race you to the next light, but I've got my pet goldfish on the front seat; (c) rev your engine past the redline, pop the clutch when the light changes as he leaves you in the dust.

7) The best attire for open air "motoring" is; (a) a tweed sports coat with patches on the elbows, corduroy trousers, stringback leather gloves, and a dashing cap; (b) your Members Only® windbreaker, khaki slacks, and Ray Ban sunglasses; (c) a sweatshirt and jeans, preferably black so that they won't show the grease and oil when you have to crawl underneath and reattach the spring on your slave cylinder.

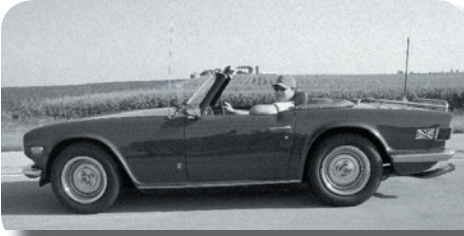
8) While at a dinner party with friends, the conversation turns to international economics, [Isn't that always the way it goes?] and one of the guests wonders why there are no high-tech innovations currently coming from the UK. You reply by saying; (a) "Apparently you haven't heard about the steam-powered, belt driven PCs being developed in Speke;" (b) "I just read that the engineers in Coventry have developed an car that runs on recycled tea bags, but the garbage truck drivers' union has been on strike since 1978, so they can't bring it to market; (c) "Just as soon as the market for wooden framed, oil-leaking, rust-prone, cars with funny names and unreliable electrical systems bounces back, count on the Brits to be there.

- 9) After dinner, your host offers you a beverage. You ask for; (a) a cognac; (b) a brandy; (c) a 45-50° Guinness stout, [but you'll settle for a room temperature PBR].
- 10) Your host asks if you have a preference for some classic British background music while you enjoy your drink. You reply, "Thanks, do you have any;" (a) Lonnie Donegan; (b) Engelbert Humperdink; (c) Long John Baldrey or Richard Thompson.
- 11) The all-time coolest name for a British car is; (a) Nimrod; (b) Humber Snipe (c) Triumph Scorpion.
- 12) After your earthly race is run and you shuffle off your mortal coil, St. Peter welcomes you at the Pearly Gates and tells you that you may visit with one, and only one, heavenly inhabitant. You ask for directions to the quarters of; (a) Mahatma Gandhi; (b) John Lennon; (c) Ken Richardson.
- 13) Your significant other mentions that you need a new outfit for your mother-in-law's birthday party. You reply, "OK, I'd stop by _____ on the way home;" (a) Giorgio Armani; (b) J. Crew; (c) Farm & Fleet.
- 14) You make it a point to stay home to watch reruns of, (a) Dancing with the Stars; (b) The Ann Coulter Show; (c) Blazing Saddles and/or Monty python.
- 15) People often say that you remind them of; (a) J. Peterman; (b) Niles Crane; (c) Red Green.
- 16) Your bookshelf contains an entire shelf dedicated to the complete works of; (a) Kierkegaard; (b) Milton; (c) Peter Egan and Dan Masters.

Ok, time's up. Exchange papers. If you answered "C," to all of the above, you definitely have the right stuff to belong to ISOA - but you already knew that. [Extra credit if you know what a drop-head coupe and a gudgeon pin are.]

Suds

**Ed Note: Fans of Peter Egan, the world's greatest car/bike wordsmith, have undoubtedly read his occasional "psychological exams," in which he cleverly queries prospective owners of various bikes as to whether or not they are predisposed to owning a motorcycle built in a particular nation. With all due respect to our hero, we have undertaken to flatter him [the sincerest form of imitation] by shamelessly stealing his idea here.*



ROAMIN' WITH ROMAN BY ISOA PRESIDENT ROMAN HRYNEWYCZ

ONCE AGAIN, I HAVE BEEN REMINDED OF what an incredible asset membership in ISOA is. I know that in several of my previous columns, I may have sounded a bit like a cheerleader espousing the benefits and virtues of belonging to this marvelous group. Many of the people in this collection are inflicted with the disease that we know as British car ownership, or more specifically, Triumph ownership. My goal in owning my TR6 has always been to make the car as utterly reliable as possible. To that end, I thought that I was doing a pretty good job of it. In 7 years of owning this beast, it has never had a major breakdown or has left me stranded anywhere. Well, according to Murphy's Law, anything that can go wrong, will go wrong, and it caught up to me in August.

One fine Saturday morning, I made the 50-mile plus trek to visit Steve Yott at his Silver Lake Ultimate Triumph Centre, or S.L.U.T. for short. The purpose for that day's visit was two fold. First, I needed to get out of the house. With the intense heat of this past summer, I had not been driving my 6 as much as I wanted. Secondly, I needed to get the car on

the lift and have the master look at the steering to see if the rack needed to be serviced or if there was a different cause to the darting nature of the car's handling. The day started just fine, and the drive along I-94 was pleasant enough, if not uneventful. For most of the trip on the interstate, I kept the speed at around 20 MPH over the limit. I know that it is a bit fast, but in my defense, there were many other drivers who were moving much faster. [Ed Note: From personal experience, don't try telling that to the Troopers. It doesn't work.] One of the fast movers was some guy driving a brand new Mercedes SL 500. I noticed this black, low and wide object approaching me on my left at a high rate of speed. Then, he slowed to keep pace with me so he could check out the 6. After he was through giving the car the once over, he gave me a thumbs up and took off. I think it's pretty cool that some guy driving a car that costs over 100k would like our LBCs! Let me get back to the original story. We checked everything out, and Steve determined that the steering rack mount bushings were shot, and the best corrective action would be to replace them with solid mounts. All seemed well.

After lunch it was time to depart. I backed out of the drive and started to head home. No sooner did I round the corner to the next street, when I suddenly heard a strange pop, and the engine began to race, but the car was slowing down! Oh no! What had just happened? At this point, none of the gears would engage, and the car was motionless. Fortunately for me, I was only about 200 yards from Steve's garage, and Mark Moore, Joe

Felix and Pete Ballard were right on my tail. We pushed the car back into the garage, and Steve gave it a quick once over, noting that the engine ran smoothly, and there were no noises emanating from the gearbox whatsoever. Since everybody had prior engagements, the beast had to be left in place, and Joe graciously drove me home. The next day Frank Cartwright drove me back to Steve's so that we could begin dismantling the car to see what had failed. Just in case it was the clutch, I brought a used one that I had, and Frank also brought a couple of clutch discs along. Sure enough, it was the Sachs clutch disc that had failed. But what a strange failure it was! The outer ring with the friction material had separated from the hub! We decided to install only a new clutch disc since the rest of it [i.e. - pressure plate and throw out bearing] were in great condition because they only had less than 25K miles on them.

So among 3 people, I had 5 different discs to choose from! I find it amazing at what we as Triumph owners keep in stock to keep our cars on the road. I am convinced that if the call went out to everyone to round up all of their parts, we would collect enough in spares to build several complete cars!

This club is made up of a good group of people who are more than willing to drive 100 miles to lend a hand and offer up any part that is needed to facilitate a repair. That, in and of itself, is enough of a reason to join this great club.

Junior

ISOA MEMBERSHIP: Being a member of ISOA is easy! Owning a Triumph is optional; you can drive whatever you want. All you need to do is pay your annual dues of \$35.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

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



CANTIGNY

TEXT AND GRAPHICS BY BOB STREEPY

IN ONLY ITS SIXTH YEAR OF EXISTENCE, the Cantigny car show in west suburban Winfield has established itself as an ISOA fall "must attend" event. The event, held this year on September 16, took place on the meticulously manicured grounds of the estate of former **Chicago Tribune** publisher Col. Robert McCormick. In every year since its inception, the number of registrants has increased, and the most recent iteration proved to be no exception with 416 special interest cars and bikes registered. Among these, there were some 20 bearing the logo of the Illinois Sports Owners Association.



As has become custom among the Coventry Irregulars, several from the ISOA contingent gathered at the home of Jay Holekamp in nearby Wheaton for coffee and pastry prior to the show. Those who were making their first visit to Casa Holekamp were most impressed with Jay's garage which, if there were an award for most meticulous, would certainly be included in Jay's extensive trophy collection. Around 9:00, a caravan of Triumphs headed off to the car show, only a few miles distant to join forces with the Prison City Brits who had motored in from Joliet. The organizers assigned parking on the basis of the sequence of cars arriving, so the group has always tried to arrive en masse in order to park together.



Like most shows that are open to all types of special interest vehicles, Cantigny features an eclectic assortment of collector cars and



trucks. Among the cars on display were antiques, modified, imports, street rods, muscle cars, military



vehicles, and motorcycles. After staking out a space on a grassy parkway behind the Triumphs, some of the Coventry Irregulars relaxed on the



grounds, others explored the gardens of the estate, and most spent time looking at the wide range of vehicles on display.

The organizers distributed ballots for various classes at noon, and participants could select 2, 3, or 4 choices in a number of classes. The voting curfew was 1:30, and around 2:30, the awards presentation took place with Thanos Kourliouros receiving a plaque in the import category for his TR3A.



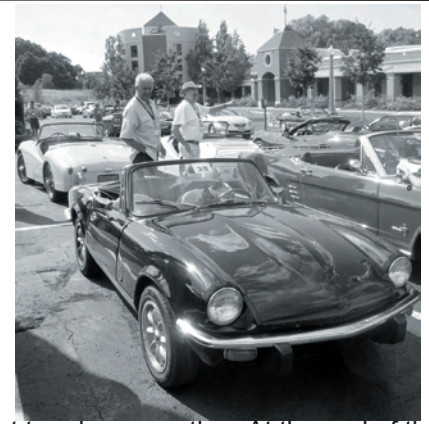
The weather for this year's show was as good as it gets, with temperatures in the low 70s under sunny skies. With the demise of the Lake Geneva poker rally a few years back, the Cantigny show marks the unofficial end of the larger car shows that our club tends to attend en masse. While there are still a few local cruise nights still being going on, as well as our fall color tour/camp-out, the time spent amidst the sea of special interest cars at Cantigny will serve as a pleasant harbinger of things to come, when we are wrestling with snow blowers and ice scrapers in the not too distant future

Suds



TEXT AND GRAPHICS BY
JACK BILLIMACK
 AS TOLD TO **BOB STREEPY**

The original plan for the ISOAers was to depart from stately Casper manor in Kansasville on Thursday and caravan along back roads to Manitowoc. However, Jim Aldrich was delayed by some emergency brake repairs, so the remainder of the group proceeded without him through the scenic Kettle Moraine area of southeastern WI. Along the way, Jack's TR 4A suffered a broken return spring on his carburetor linkage; however, the always resourceful Spuds was able to affect a roadside repair using some of the baling wire that he always carries with him for such emergencies.



lent top down weather. At the end of the day, everyone met back at the hotel for dinner.

On Thursday evening, the group arrived at the Holiday Inn in Manitowoc where they met Screamer and his brother and picked up their registration materials. They enjoyed a buffet dinner at the host hotel and attended a driver's meeting in which the organizers outlined the do's and don'ts for the rally

Saturday morning, following a continental breakfast, the drivers competed in a "modified" LeMans start and headed off to the Pine River Dairy in Manitowoc which offered free ice cream to the participants. [Ed Note: Several of the ISOA participants observed that they had never seen Jack move so fast.] From the confectionery, the drivers headed to Elkhart Lake for lunch and drove along the old race circuit, which was used before the construction of the track. Another highlight of the tour was a stop at the Kohler Toilet Museum just before the car show at the end of the tour.



Friday morning the drivers headed out about 8:30 with their itineraries in hand. The tour called for various stops at scenic as well as cultural checkpoints, and Mother Nature cooperated by providing the participants with excel-

Throughout the tour, several drivers commented that the route instructions were not always particularly clear, and on the way to Sheboygan, Jim became so vexed with the ambiguous directions, he opted to toss them in the nearest trash receptacle and simply follow Jack, who was using a GPS.

SOME 200 DROP TOPS PARTICIPATED in the 20th Open Air Classic which took place August 16 - 19 in the Manitowoc, WI, area, also known as the Dairyland Riviera [at least according to the local tourism bureau]. While most of the convertibles that participated were late-model land yachts or Mustangs, five Triumphs, including three from ISOA, took part. The Coventry Irregulars included Jack and Barb Billimack [TR 4A], Jim Aldrich and his brother [TR 6], and Kim and Judy Casper [TR 6 powered Spitfire]. Jerry and Sandy Hurst also participated in their late-model Mustang.



Sunday morning after breakfast, the participants received door prizes as well as the items that they had successfully won at the silent auction. By 11:00 o'clock, most of the folks were on their way home. All in all, it was a most enjoyable event, the confusing route instructions notwithstanding, and each of the ISOA participants expressed a desire to attend next year's tour.





SPITFIRES HONORED IN NORTH WOODS COUNTRY



TEXT & GRAPHICS BY DOUG CLARK

ON A WARM, SUNNY, AUGUST SUNDAY in a sleepy northern Michigan village on the shore of Torch Lake, Michigan, the Twin - as in the two arms of Grand Traverse Bay - Bay British Car Club (aka TBCC) staged its annual Classic Sports Car Show.

While the show is open to all sport car makes and models, special attention is focused on those from Italy, Germany, the U.S., and, as implied by the name of the organizers, primarily Britain. Each year a featured marque is selected, and this year a popular two-seater from the U.K. celebrating its 50th anniversary, was chosen. Was it the MGB? No, it was the iconic Triumph Spitfire.

Actually, this was a busy weekend for the Club and the host town of Alden, as the day before the show the Club held their driving tour around Torch Lake, the second largest within the state and touted by none other than National Geographic as the third most beautiful lake in the world, followed by a potluck picnic outside the old railway depot overlooking the lake. On Sunday, three rooms of the depot were open to the public for viewing (and running) the model trains maintained by the Northern Michigan Railroad Club. So, on Sunday, one could spend time at the car show, in the railroad depot, on the waterfront, or along the small shopping district which features an old-fashioned general store with some of the best ice cream in the area (which I can vouch for) and a nearby

establishment which serves some amber colored liquid with foamy heads from some local microbreweries. In fact, I happened to wander into said establishment and tried such a beverage. I didn't think that it tasted quite like Budweiser, so I had four more glasses just to be sure.

In terms of the car show itself, about 95 vehicles were displayed along the drive of the town's public park. Most (say, 70%) of the cars were British. Keep in mind that this is definitely NOT a major metropolitan area, as the closest city with a six-figure population would be Grand Rapids, which is about 150 miles away. Most of those displaying cars usually are nearby residents, retirees, or vacationers. Some British car club members usually come from downstate Michigan, too, with their canopies & banners displayed on the lawn.



How did I, a rogue (and often absent, but at least a dues-paying) ISOA member happen to be at this show? Since acquiring property in Michigan in 2006 and owning a '61 TR4, [a '70s & '80s SCCA racer with a Kastner camshaft & road hugging TR6 wheels], I have made a habit of attending either the tour, the picnic on Saturday, or the show on Sunday. I usually alternate between one or the other each year. While not a member of TBCC, I like to make the 160 mile round trip which provides 30 or 40 miles along some nice curvy, hilly roads. Every year my car, no. 311, the second TR4 brought into Indiana and the state where it resides in the off-season, has run well. Although, on the tour one year, the driver in back of me told me my brake lights weren't coming on. I tried to reassure him - and everybody else - that my horn worked. (Later, I replaced the stop light switch.)

Speaking of my car, that's a long story. I acquired it in 2005 in southern Indiana. It spent most of that year in the promising, but ill-fated and mismanaged,

Naperville-based business(?) venture formerly known as United Classic Motorsports. After forking over nearly four grand to them, when I tried to pick it up that spring, it wouldn't start. Then, shortly thereafter when driving home and activating the after-market overdrive, a puff of smoke came from under the dashboard, as the overdrive ceased to function. I returned it, hoping the OD would be repaired sometime during that driving season. A few months later, I collected it for display with the ISOA Triumphs at the BCU Festival held at Moraine Valley CC, only to return it that week to UCM to fix the previously functional overdrive. Ultimately, they admitted defeat, and I picked the car up in December, sans working overdrive. The following spring, I explained my plight to one of our club's foremost TR4 experts, Jay Holekamp, and he kindly offered a one-on-one troubleshooting session, which I accepted. Unable to fix it, I decided to drive it to Michigan that Memorial Day to enjoy as my seasonal car there in the future. So, I just wanted to clarify that I actually DO own a Triumph, lest it get the reputation of being ISOA's "Loch Ness Monster" - with only one or two reported sightings, a blurry photograph, and no real confirmation of its existence. [Ed Note; Like Al Christopher's TR2?]

...Back to the show...

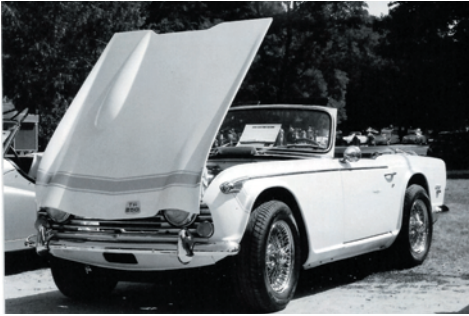
While small, each year there are some interesting and surprising vehicles displayed. This year, at one end of the spectrum was a 1934 Singer LeMans; at the other end, was a 2012 Morgan



Three-Wheeler imported only three weeks earlier. Other unique variants included a pair of fender-skirted 1952 Jag XK120 roadsters (one of which won best in show), a pair of AC Aces, a 1947 rhd Allard, a 1992 Twin-Turbo Vector (with 1200 hp!), and two Panteras, one with a Pantera utility trailer.



Of course, being a British based car club, the most numerous marques were the Triumph and MG. Of the former, the most notable were a restored TR250



and a 1951 rhd Renown, which was prominently displayed by itself. About 15-20 TRs were there but only a handful of them were the featured Spitfires. Still, there were a couple of nice early chrome bumper cars, as well as a couple of previous "Reliability Run" finishers.



The show was judged in a variety of categories (e.g., best by nationality, "Peoples Choice", Judges Award, etc.) In the British Car category, TRs claimed third, fourth, and sixth place.

If any ISOAers plan to spend time in Northern Michigan in future summers (with or without their Triumphs), you may wish to consider making a side trip to this part of the state to attend these weekend activities, which are usually held the second weekend of August.

If you are driving your TR, feel free to enter it in the Sunday show, since drive up registrants are permitted. Each year that club provides details and registration information about these activities on their web site.

Ever hear of the expression "Nice things come in small packages"? This weekend experience is an example of just that.



Doug

MEADOWDALE MEMORIES



TEXT AND GRAPHICS BY JACK BILLIMACK AS TOLD TO BOB STREEPY

IN ITS HEYDAY IN THE LATE 50S THROUGH the late 60s, the Meadowdale International Raceway hosted USAC, SCCA, Midwestern Council, AMA, CanAM, go-kart, not to mention snowmobile races. A veritable "Who's Who" of famous race drivers, including many in the motorsports Hall of Fame, competed at the 3.27 mile road course which featured a 180° curve known as the Monza wall leading into a three-quarter mile straightaway. In its very first race, in September of 1958 85,000 spectators witnessed the wheel to wheel competition held on the outskirts of Carpentersville.

The track was the brainchild of real estate developer Leonard Besinger and was designed by his

son Leonard jr. who was only 23 and had just completed a degree from MIT in architecture. The younger Besinger traveled to Europe to study some of the premier racecourses at LeMans, Nurburgring, Monaco, and Monza to get ideas for the track design.

Sadly, Meadowdale ceased operation in 1969, and for the next 30 years, it was all but forgotten. In 2008 a group of volunteers decided to make an effort to revive the old ghost track and has hosted an annual car show on the grounds. The 2012 "Meadowdale, Motorsports, and Memory" show took place on September 15, and many of the drivers from the track's glory days came back to reminisce their racing days at Meadowdale. An estimated 150 cars and several hundred spectators attended, including ISOA members Jack Billimack, Jay Holekamp, Scott and Sheryl Stier, Tom Morgan, Roman Hrynewwcz, Peter Conover, Mark and Lorrie-Ann Fisher, and Mark Costello. The Fisher's brought their two racecars, their hot rod Lincoln that it competed in the Pan-American Mexican road race, and Mark's recently finished Lotus replica.

From the registration area situated on the site of the old control tower, spectators were shuttled part way to the track where they were allowed to walk much of it. Many posed for photographs in front of the famous track silo with its iconic Pure Oil logo that was recently restored. The organizers presented awards to some of the special interest cars and Peter Conover's Aston Martin was one of the recipients



This was the fourth year for the car show and each year the event has drawn more visitors. The organizers have made great strides in re-creating the glory that was once Meadowdale, and we look forward to seeing them continue to preserve this famous bit of local racing history.



BCU - continued from page 1

the total number of participants, was magnificent on Sunday, September 9, with clear skies and low 70° temperatures. The early birds began arriving around eight, and by midday, most of the parking spaces were filled with an eclectic assortment of British cars and bikes ranging from Rolls Royce and Bentley to Berkleys and Bugeyes.

Of the more than 530 cars on display, 83 were Triumphs. Of those, there were 16 Spitfires, 39 TR 6s, 6 TR 2s and 3s, 10 TR 4s, 4As, and TR 250s, 8 Wedges, and 4 Triumphs entered in the "other Triumph" category [Stags, Heralds, 1800s]. The Illinois Sports Owners Association was particularly well-represented, and a large turnout of club members gathered throughout the day at the ISOA tent to kibitz and compare notes, as well as to take a break and relax. A numbers of "alums," including Diane Mueller, also stopped by.



Among the Coventry Irregulars in attendance, several brought out their freshly restored, or at least rebuilt or repaired, Triumphs. Jack Billimack debuted his "big block" powered Triumph Herald known affectionately among club members as

"Puff." As many already know, Jack replaced the stock 958 CC powerplant with one from a Spitfire 1500. In addition to nearly doubling the displacement, the transplant also

had twice as many carburetors, bringing the number of fuel inducers to two. He also added an overdrive transmission and disc brakes. It was a classic example of life imitating art, since the parody song "Puff the Magic Herald" made specific references to a big block and various other performance upgrades. Mark Fisher unveiled his "Low Costus" Ford powered Lotus tribute car. The car featured a custom fabricated frame, which had been elongated several inches to accommodate the 6'8" "Silo." Also making an unveiling of sorts was Roseanne



Felix's Spitfire with its freshly rebuilt engine courtesy of Steve Yott's Silver Lake Ultimate Triumph rebuilding services ['slut' services for short.] Joe Felix and his Prison City Brit friends had only recently managed to install the rebuilt engine, and Roseanne gleefully acknowledged that her Spitty seemed much happier.

In what may have been an ISOA first, not one but two

Coventry Irregular racecars were on display at this year's BCU. Dennis Delap arrived in his vintage TR 4 racer and attracted a steady stream of onlookers throughout the day. Not to be outdone, Team Bondo brought out 'Rusty Galore,' the TR 7 racer which has competed successfully in both the Chump Car Series as well as the LeMons low budget crap can race series. 007 also drew quite a bit of attention from the spectators. Another "modified" ISOA Triumph on display was the 6 cylinder black Spitfire belonging to Kim and Judy Casper, which was making its maiden showing at BCU.



At roughly 1 PM, the PA announcer informed the crowd that ballots for the participant's choice awards were due. Immediately after that, some 30 Coventry Irregulars adjourned to one of the classrooms at the college and under the stewardship of Jack Billimack and his able assistants Roseanne Felix and Kim Jensen, they set to work tabulating the results from the voting. It is worthy of note that perhaps no other club has the man [and woman] power to swiftly and accurately accomplish this laborious task in a timely manner. In less than an hour, all the ballots were counted and tabulated, and around 2:30, the awards presentation commenced. Numerous Coventry Irregulars had to make room in their boots





in order to accommodate the new additions to their trophy collections as the awards were handed out. The list consisted of Kim and Bill Jensen, Jack Gleason, Ken Briegel, Bob Streepy, Steve Yott, Frank Cartwright, Steve Matteson, Doug Larson, Mark Hattenhauer, Greg Fantozzi, Tim Buja, Kathy and Joe Pawlak, Mel Merzon, Mark Fisher, Pete Ballard, and Joe Honor.

It should be noted that for the first time ever, a member of ISOA received the coveted "Best of Show" award although, truth be told, it was for an Aston Martin instead of a Triumph. Peter Conover's magnificent Aston DB III, to the surprise of no one, was awarded this prestigious honor, deservedly so.

Following the awards presentation, several ISOAers headed

to nearby Schaumburg to sample the haute cuisine offered up by the Portillo's franchise located on Golf Road. It would appear that ballot counting, at least for some of the Triumphistae, does much to whet the appetite, as evidenced by the number of hot dogs consumed that afternoon. Following their repast and saying their goodbyes, at least until the following Sunday at Cantigny, the gang headed home, but not before agreeing unanimously that it was an altogether spectacular day punctuated by beautiful cars, fantastic weather, a pleasant venue, and great companionship.

Suds





Ed Note: Once again Jeff "Stalker" Rust has chronicled his adventures at the annual Six Pack TRials for the edification and amusement of Snic Braaapp readers. Unfortunately, time did not permit him to create his own custom stick figure images, but we can only hope he'll be able to provide such artwork for next year's TRials in Michigan.



TEXT & GRAPHICS BY
JEFF RUST

Tuesday - September 4

8:50 PM - Out of town [or at least out of the subdivision] without the I-PASS. Swing around and head back.

9:00 PM - I-PASS in the car, Fix the choke cable; fix the headlight that just went out, and WE'RE OUT OF HERE!

Pull onto I-90 east and merge into the one lane that is open from Rockford to O'Hare. Night construction; at least the traffic is moving and it is light.

In the mirrors I notice flashes of what I figure is "heat lightning" over Cherry Valley. Little did we know that at 9:15 PM, remnants of hurricane Issac would roll into the subdivision. At 5:00 PM on Wednesday, the electricity is still out in our subdivision and would not go back on for 32 hours. Good thing we are headed for CANADA!

10:00 PM - American Airlines O'Hare Airport and Karen is waiting. Pack her in the car, and we are Canada bound, [or at least Indiana].

We make it as far as South Bend, Indiana, before the both of us are spent. Pull into the first motel we can find and, surprisingly enough, even the open room door [as a result of the bathroom being used] did not deter us from taking it and crashing out cold.

Wednesday -September 5

The morning brings beautiful weather and the realization that we have checked into a Motel 6. How appropriate,

since we are headed the 6-Pack North American Convention for Triumph TR6s. My exuberance explaining this phenomena to the woman at the front desk who checked us in few hours ago [as well as her morning replacement] does nothing to raise their excitement or their understanding of what I'm trying to relate. "You know, Motel 6.....TR6?" Just blank stares.



Off to Canada.

On the road again, and I am reminded of Tim Buja saying, "We need to loosen the steering column in order to get the wires out." during our non-working Lucas turn signal diagnosis session. I acknowledge that at the next time we stop, I really must tighten up those bolts.

If you are ever in southern Michigan, I highly recommend visiting the TR-Heaven of Mark and Terri Andersen. If the limitless collection of rare and exotic TR parts and memorabilia doesn't impress you, then the organizational display and storage will. This is a hard place to leave but, we're off to Canada.

Drivers in Michigan apparently sense our urgency, and pick up their pace considerably to the point where we are bumping triple digits on the speedo.

Our Canada crossing at Sarnia is completely uneventful, taking no more than ten minutes. This after a needless panic stop at lunch to off load wine and beer into Anderson's car to avoid a possible visit to jail.

Finally, we're in Canada, eh!

The air is cleaner, the sun is brighter, the roads are smoother, the rolling vegetation is beautiful. We are IN Canada.

Niagara Falls and the Marriot Hotel, oops the "other" Marriot Hotel. TR's are everywhere, with the Buckeye and Ohio clubs especially well represented.

After unloading and backing the TR's into their own little personal garages, it's time to eat. It's past time to eat. Phil, Barb, and Denny and his son have given up on us and gone ahead, so we decide to visit TGIF/Canada for a quick cheap meal. That was the last time I used that term.

Karen has a salad and two glasses of wine. Me? - half portion of ribs, two beers and an appetizer. One Hundred dollars before tip! That should give you a feel for Canadian sticker shock. Not unlike California, where you quickly learn not to complain about the traffic, in a Canadian resort area there is no point in..... You get it.

Back at the hotel, it's the first night of parking lot touring, but it looks as if I'm holding up the challenge on my own after Karen returns to floor 24. Before long, the "Abassadors of TRials," Vicky and Ricky Blount, join me. They are followed by our Calgary contingency, Shawn and Dave, and then Terri and Mark Anderson, and the tour grows from there.

Around midnight, we hear the unmistakable sound of a TR6 and dash to the wall of the second floor parking lot to give a rousing welcome to Marie and Simon just in from Arizona.

Thursday - September 6

It may not be bright, but it certainly is early. At noon Karen and I accompany Buckeye Triumphs to the "Best Fried Chicken in Niagara Falls"





located at, - wait for it - "6666" Lundy's Lane. Who can resist that?

Back from lunch and it's time for the welcome party on the second floor deck overlooking Niagara Falls Horseshoe falls! Holy Crap, what a view! Hosts FID and TUSH have really outdone themselves with this place. 6-Packers are thronging in like crazy.

Apparently BBQ in Canada means plenty of pizza, hummus and vegetables. I really can't remember what was on that first table, but all I can say is, "If you have a chef run a Trials, get ready to eat."

People are beginning to come out of the woodwork. Joe and Linda Fazio are front and center, along with all the regulars. On top of that, Canada has donated a whole mess of TRials virgins. Lots of new people to meet and old friend to reminisce with. This is what TRials is all about!

Just then someone spots a TR6 on a flatbed wrecker pulling up to the front door of the Marriot. Some might say that the "right" thing to do would be to let them sneak in under the cover of night and avoid the embarrassment of being towed in. "Some", but not us. Another hero's welcome is given to the poor souls trying desperately to sneak inside without being noticed.

Later a whole herd of TRs heads out for parking lot touring at it's finest - Canadian style. The tour ends way too late, with a grand exit - a hole shot out of the covered garage by the corvette powered TR6.

Friday - September 7

Today features a membership meeting and the the first scheduled winery tour. The turnout for both events is apparently stunning. I'll have to defer to Denny and Phil for verification of this, since Karen and I never even saw the start of either. In fact, we awoke with a hope of meeting the crew for lunch at the winery, but we're really moving slow.

The Niagara Falls region is home to more than two hundred wineries and this one is the largest. Some opt for the tour, while Karen and I head back to floor 24 and the view of a lifetime.

Dinner Friday is "on your own," and a group of us head for "My Cousin

Vinnie's." Great food, great wine, and a fantastic blues band outside on the patio. There are almost as many people dancing on the sidewalk outside the restaurant as inside. Then I notice half of the speakers are actually pointed towards the street. Amazing time, but we all need to get back to that second story deck overlooking for the night-time huddle. As we leave and walk out the front door and down the street still dancing, I notice the bass player on a wireless has cut through the foliage and is following us down the street while "walkers by" join in on the dancing, and I wonder why are we leaving?

Saturday - September 8

Wicked early morning brings a reoccurrence of hurricane Issac, with lightening and thunder. [did I mention our room is on the 24th floor?] Most of the 6's are safe underground in the covered



parking garage and would really like to stay there. The show is delayed for an hour, then the organizers decide to move the show to the hotel in the parking garage, Then they move it to the concourse at the garage. It takes some work, but eventually, after the rain stops, the participant choice cars venture out to the park where the show gets under way. Greeting members onto the show field, which has been repositioned off the grass to the parking lot in the park, is FID and a certified Royal Canadian Mounted policeman bagpipe player replete with rain gear.

TRials 12 co-host, "Chef Tush," orchestrates an amazing BBQ with some of the best meats imaginable, and even some ghetto dogs from Cincinnati. Again, "If you have a chef run a Trials, get ready to eat".



Right after the voting, several tours are available, and some of the ISOA contingency heads for "Niagara on the Lake" and yet another wine tasting.

NOTL can best be described as Galena, Canada, only with flowers - lots and lots of flowers and in Canada. Looks like the topics. The only thing that outnumbers the flowers is the meter maids. Tricky little devils they are.

We find a wonderful little bistro on the main drag with a sunny outdoor patio and great wine and cheese "only" a mile run from the car.

Back at the Marriot and 24 floors above Horseshoe Falls, it's time to get ready for the awards banquet.

"If you have a chef run a Trials, get ready to eat".

Awards banquets have never been about the food - until now that is. Salmon, roast beef, chicken, some kind of beef pepper thing, and all of it amazing [and that's not even mentioning the desert table].

Karen and I stand guard while the rest of the table kept going up and back for trophies, especially Simon and Marie.



Thanks Fid, Tush, the members of 6-Pack, and Canada for another memorable TRials. Well done!

Stalker



FATAL HALL ROAD CRASH

By RANDI ROSSMANN
THE PRESS DEMOCRAT
Santa Rosa, CA

Published: Monday, July 16, 2012

Detectives on Monday were investigating whether to seek a homicide charge against a Santa Rosa woman arrested in a suspected road-rage crash Saturday that killed a Santa Rosa man.



Sonoma County Sheriff's Sgt. John Molinari said investigators were trying to find out why Heather Ann Howell chased a motorcyclist in west Santa Rosa before sideswiping the side of a car and hitting another car that flipped and caught fire, killing that car's driver.

Molinari said Howell and the motorcyclist were "acquaintances" who have known each other for several months.

"It was a tragic event. These two individuals put people in harm's way," Molinari said. "We owe it to the (victim's) family to see what else can be done."

Friends identified the dead motorist as Jesse Garcia, 55, who grew up in Windsor and Healdsburg. **He apparently was on his way home in his prized 1969 Triumph Spitfire convertible.**

An autopsy was conducted Monday. Sonoma County coroner's officials declined to release the man's name, pending confirmation through dental records.

Howell, 28, is scheduled to be arraigned this afternoon on felony charges of vehicular manslaughter with gross negligence and reckless driving causing great bodily injury.

But Molinari said if investigators find Howell intended to harm the motorcyclist, she could face homicide charges because of the death of the uninvolved driver.

We are pursuing other avenues to see if additional charges can be

filed," he said.

Molinari declined to give many details about the case, including the name of the motorcyclist, citing the continuing investigation.

Witnesses told authorities that the female driver of an Acura was chasing the motorcyclist on Fulton and Hall roads, trying to hit him just before the crash.

When the motorcyclist swerved out of the way, the woman clipped the side of a Lexus car in front of her and crashed into the rear of the Triumph sports car on Hall Road near Irwin Lane, witnesses said.

Witnesses told officers that the Triumph's driver was trapped inside.

The driver of the Lexus, Robert Scott Tuttle, 89, of Santa Rosa, wasn't injured. Attempts to reach him Monday for comment were unsuccessful.

Detectives were trying to verify reports that during the chase Howell and the motorcyclist were going faster than 100 mph on Fulton Road, Molinari said.

They were seeking surveillance tapes from various businesses in the area to see if they captured the chase.

The CHP on Monday had aerial photos taken of the crash scene, CHP Officer Jon Sloat said.

A memorial at the crash site had grown Monday afternoon to a mound of flowers, plants and condolence notes. Amid the tributes was a soccer ball, with a message in blue pen written on it:

"Jesse, from all of us who played with you and shared the game and life with you, we will miss you, but we know you're looking down and smiling with a big grin. Love you man."

Howell was convicted of misdemeanor drunken driving in 2006, according to Sonoma County court records.

Howell also was convicted of driving with a suspended license in 2007.

Molinari asked anyone with information about the case to contact detectives at 565-2185.



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 Jeff "Stalker" Rust
(Early) 815/874-5623
- TR6 Irv "Elwood" Korey
(Late) 847/831 2809
- TR7 Phil "Factor" Fox
630/662-7721
- TR8 Tim "Tool Man" Buja
815/332-3119
- Spitfire - Joe "Stagmeister" Pawlak
[Early] 847/683-9683
- Spitfire - Bill "Mr. Bill" Jensen
[Late] 815/729-9731
- GT6 Dave "Snake" Shedor
847 566 0478.
- Stag Joe "Stagmeister" Pawlak
847/683-9683
- Herald Jack "Spuds" Billimack
815/459-4721
- Machinist Bob "Opera Man" Crowley
630/319-7343
- Electrical, Joe "Stagmeister" Pawlak
Paint, Body, 847/683-9683

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



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



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



Sat., Oct. 8th, 2012
2nd Annual Rod Blagojevich
"Never Say Die"
LeMons Race
Featuring "007-Rusty Galore"

June 12-15 2013
Kenlake Resort and Lodge,
Aurora, Kentucky
Hosted by ISOA members - Jeff and Libby Slaton

When: Oct. 12 th-14th

Where: Kim & Judy Casper's country estate near Kansasville, WI. – Just west of Kenosha/Racine – minutes from the IL / WI border.

Directions from I-94:
•North on I-94 into Wisconsin
•West on County Rt. KR (the Kenosha/Racine County Line) ahead on Schroeder Road
•Right (North) at "T" onto Wisconsin 75 (Beaumont Ave.)
•Left after about 2 miles into Casper's driveway. (One brick pillar, Asphalt paving. Can't see house from road).



Directions from Illinois Rt. 83
•North into Wisconsin.
•Rt. 83 turns into Wisconsin Rt. 75.
•Follow above directions when north of County Rt. KR.

Sunday, Oct. 14th, 2012
Get 2 FREE admission tickets when you bring a Show Car and donate a toy.
[Suggested Toy Vaue \$20 or more.]

Starting Points Toys For Tots Cruise and Car Show:
•The Bristol 45 Diner, 8321 200 th Ave(Rt 45), Bristol WI 262 857-4545
•Frame Up Wheel Works, 39108 N Green Bay Rd., Waukegan Il 847 746-RODS

Line up is at 9 am. Leaving at 10 am and heading to Volo Auto Museum.

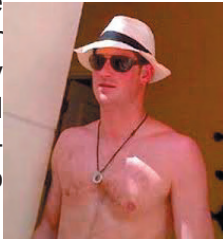
RSVP & Contact info:
Kim Casper
1810 S. Beaumont Ave.,
Kansasville, WI 53139-9512
Home Phone: 262.878.2337;
Cell Phone: 262.939.5463

E-mail: kimcasper@wi.rr.com
[If you don't want to camp, contact Kim about local motels.]



Dear Editurd,

I feel it is only fair to warn you and your readers, perhaps as many as all three of them, that you must not believe everything you read. I was under the distinct impression that according to the promotion, "What happens in Vegas stay in Vegas." Let me assure you, this is not true! I went to Las Vegas to let off a bit of steam and may have behaved a bit "unroyally." I assumed that since it was Vegas, what was the worst that could happen? So when somebody suggested we go skinny dipping, I figured what the hell? Who will ever find out. Now my grandma is pissed and is threatening to send me to Afghanistan.



HW - UK

Dear Prince,

While we would agree that folks your age are entitled a youthful indiscretion or two, we would have thought that by now you'd have figured out that when you are in the public eye, running around buck naked with a bunch of strangers, whether its Vegas or not, might get back to your grandmother, even if she is half a world away. Maybe you should consider a change of venues for your next excursion. May we suggest you try New Orleans around Mardi Gras. That way, even you appear in the altogether in public, you might not stand out as much. You might even make a few bucks by starting a TV series called Royals Gone Wild. Maybe you can get Kate to join in. It seems as if she's not averse to posing in the buff either.

Ed.

Dear Editor,

As a distinguished member of the House of Representatives, I recently participated in an important congressional fact-finding expedition to Israel. Since we were on the shores of the Sea of Galilee, I decided [after only a few drinks at dinner], to see if there was any truth to the story of the carpenter of Nazareth walking on water. Unfortunately, I had neglected to bring along my Speedos and not wanting to get my good suit wet, I simply peeled off my duds and jumped in the water "au natural." Since I have been voted "Hottest Freshmen in Congress" by both MSNBC's BLTWY blog and Gawker.co," I figured everybody would be OK with me showing a little skin. Now, they're making a big deal out of my skinny dipping. What should I do to get media off my back?



KY - Ks.

Dear Kevin,

What is it with you guys? First Harry, and now you. Listen, it's probably too late to put the toothpaste back in the tube for you, but you may as well as turn to the official party playbook and go through the motions of apologizing to your family, your constituents, etc. Lie low for awhile, then go through the perfunctory rehab, etc. and promise to never, ever, ever, allow Satan to seize control of you subdural cortex by means of demon rum. Then let the spin doctors take over. Show up at a Little League game for a photo op with your family, and make sure you get a seat in the front pew every Sunday. Fortunately, the general public has a short memory when it comes to politicians making asses of themselves. You know, like the time you got busted for DWI in 2009 and talked your way out of it.

Ed



2012 ISOA

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SEPTEMBER MEETING NOTES

BY BOB STREEPY

FILLING IN FOR ISOA SECRETARY
PETER "MAESTRO" CONOVER

DESPITE THE POSSIBLE CONFLICT PRESENTED by the Labor Day holiday weekend, a large contingent of Coventry Irregulars saw fit to attend the September monthly meeting of the Illinois Sports Owners Association held in the "garden level" of Mack's Golden Pheasant. The

facility had been flooded during a July storm, and the lower level was not quite completely repaired at the time of the meeting. Nevertheless, the staff did everything in their power to see to it that the Coventry Irregulars were adequately hydrated and that no one went hungry during the meeting. President Roman Hrynewycz called things to order at 7:05 and began the proceedings by introducing the board members in attendance. Several members of the board were absent, and so, in an homage to Clint Eastwood, Roman introduced them by speaking to various empty chairs. For once, we had no guests or new members in attendance, and Roman proceeded immediately to ask for those present to provide updates on various Triumph projects. Jack Billimack was the first to speak, and he pronounced his Herald [a.k.a. Puff] to be finished, as if any Triumph were ever finished. Joe Pawlak told the group that the welding on LD 2 Stag was finished, and he expects to begin painting the car soon. Lars Sullivan mentioned that he had finished the dash wiring in his TR3, and Denny Hill spoke about installing new wheels on his TR6. Roman then talked about the clutch failure he experienced in his TR6 as well as installing a set of Richard Goode steering rack mounts [see "Roamin' with Roman," page 5 for further details.]

Yves Boode then took the floor and provided a fascinating account of his time as the driver of the support car in the 2011 Mille Miglia, the famous Italian thousand mile open road enduro. He

spoke eloquently about the history of this famous race and then showed slides of the many exotic automobiles that participated in this spectacle on wheels. He received a well-deserved standing ovation for his presentation. He also spoke about a rally he has planned that will emanate from his shop in Woodstock on September 22, and many in attendance indicated they were anxious to participate.

The next agenda item was a recap of previous events, and the proceedings began with a summary of the races at Sycamore Speedway by your humble and obedient scribe. As mentioned in the September newsletter, clearly the highlight of the night was the Mark VIII Lincoln that smashed head-on into the wall in turn four during the "Run what you brung" drags. Next, Jim Aldrich spoke about the "Open-air Classic" and provided a hilarious account of his adventures and misadventures. In Jim's opinion, the rally route was not clearly expressed on the sheets and resulted in his racking up 800 miles on a two hundred mile run. Next, I spoke a bit about the Geneva Concours, and finally, Kim Casper described a "Bootlegger/Moonshine" tour in the Lake Geneva environs in which he had participated. It definitely sounded like an event that many of us plan to attend next year.

At this point, Jim Aldrich took the microphone and serenaded the crowd with an original song that he had only recently finished titled, "I Have Rust in Low Places." As always, the crowd was in stitches at the clever lyrics written by the screamer. Jack Billimack then proceeded to elaborate briefly on some of the upcoming events on the club calendar. He began by speaking about the BCU car show scheduled for Sunday, September 9, at Harper Community College. He also mentioned the Six Pack Trials which will be taking place in Canada this year. He then spoke about the Meadowdale Memories event in Carpentersville scheduled for September 15, and he also touched on the Cantigny show scheduled for Sunday, September 16 as well as the rally that Yves mentioned earlier. Jack then passed around a sign-up sheet for Blonderhill Fest on September 22 and 23rd in Michigan, and he alluded also to an Orphan Car Show in Elwood, Illinois

MONTHLY MEETING RECAP

put on by the local Oldsmobile club. Next, Kim Casper spoke about his plans for the fall color tour and campout on his estate in Kansasville, Wisconsin. Jack concluded with a mention an electrical clinic scheduled for November 10th, which will be held at Pawlik's in Hampshire.

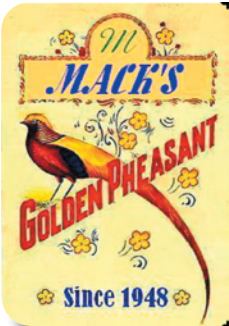
Following the upcoming events presentation, the monthly raffle took place, and Frank Cartwright drew Jack Gleason's name. Jack now is the proud owner of a new set of ratcheting wrenches and some other automotive ephemera that will surely make his time in the garage more pleasant.

As always, the highlight of any ISOA meeting is the monthly Boomer and Peter M. Roberts nominations. There were two nominees for the Peter M Roberts award. Pete Ballard nominated Jim Aldrich for driving to Grand Rapids to pick him and Denise up after their MG broke down, and Roman nominated Frank Cartwright for driving him to Silver Lake and assisting in the clutch replacement on his TR6. At that point, Joe Pawlak suggested that we call it a draw and provide a complimentary beverage to Jim and Frank. The crowd concurred unanimously. Denny Hill nominated himself for the Boomer award rather than see the coveted trophy languish at Roman's place for lack of a nomination. It seems that when Denny changed oil on his TR6, he failed to seat the oil filter canister correctly, resulting in 3 or 4 quarts of oil on his garage floor.

Before adjourning the meeting, Roman asked if anyone had any parts for sale. Jack Billimack indicated that he had 1147 cc Herald engine available at a very reasonable price.

There being no additional new business, Roman gaveled the meeting adjourned at about 9:15.

Respectfully submitted, your humble and obedient scribe pro temp.





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: trstrep@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: 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: 1147 cc Triumph Herald engine. Jack Billimack 815/341-2810 jbillimack@comcast.net [10/12]



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

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

ISOA Membership Counts
182 memberships - 247members



Snic Preview

Coming in your November newsletter available at sleazier newsstands everywhere

- Engine Summer
- Fall Colour Tour & Campout
- Lemons Racing at Joliet
- BlonderHill Fest III
- RALLY THROUGH THE COUNTRY

Lots More Stuff

Ed. Note: The photo on this month's Rear View Mirror [P. 20] was taken by David Nawrocki of Dimostra Studios in Lake Villa. David will be giving a presentation at the October meeting to share tips on photographing cars and to talk about the images that his company creates for auto enthusiasts.



New Triumph TR-6A is one sports car that won't shake your fillings loose.

New independent rear suspension gives you a ride that's



Triumph

**Brawnier muscle.
Racier beauty.
Flick-over top.
New Spitfire Mk3.**

Introducing the new Triumph Spitfire Mk3. The perfect example of how to make changes and still have well enough done.
For example, we beefed up the engine by 75 horsepower for greater response and added safety. But we didn't forget all other performance features like three-spoke steering wheel, alloy wheels, and even shock absorbers. And so on.

a handsome wood-trimmed dash. Yet we didn't tinker with the comfortable luxury of the new styling bucket seats and four-wheel independent suspension.
Finally, we added a handy roll-over top. Simply pull over, pull down, click click, it's up. But better with the assurance of the new lock? That's up to you. Let's let others change for the better. We changed for the best.

Triumph Spitfire Mk3



When you want it to be big, it's big.

but look at the high specification, the performance, the roadholding, the comfort, the reliability. You're in for surprise after surprise when you're in a Triumph 2000TC.

No wonder so many owners hang on to their Triumph 2000TC so long, and only sell to buy another one.



ISOA ON THE WORLD WIDE WEB

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

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

ONLINE ROSTER ACCESS INFO

Snic

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

Braaapp

THE REAR VIEW MIRROR

OCTOBER 2012



*BOB STREEPY'S 1963 TR4
TAKEN AT 2012 BARRINGTON CONCOURS BY DIMOSTRA.COM*