



SNIC

BRAAAPP

NOVEMBER 2012

Vol. IX Issue No. 485

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 -

FALL COLOUR TOUR/CAMPOUT

TEXT BY BOB STREEPY - GRAPHICS BY JACK BILLIMACK, PETER CONNOVER AND THE AUTHOR



THE OLD ADAGE THAT INTO EACH LIFE A LITTLE RAIN MUST fall was never quite so fitting as on Saturday, October 13 during the annual ISOA fall color tour/campout. It is a well-known fact that ISOAers are a hearty bunch, and despite the soggy forecast, a group in excess of 24 Coventry Irregulars braved the elements to participate in the finale of the ISOA driving season. The festivities began on Friday evening when several ISOA Triumphistae made a surreptitious boarder crossing at the infamous "Cheddar Curtain" to assemble on

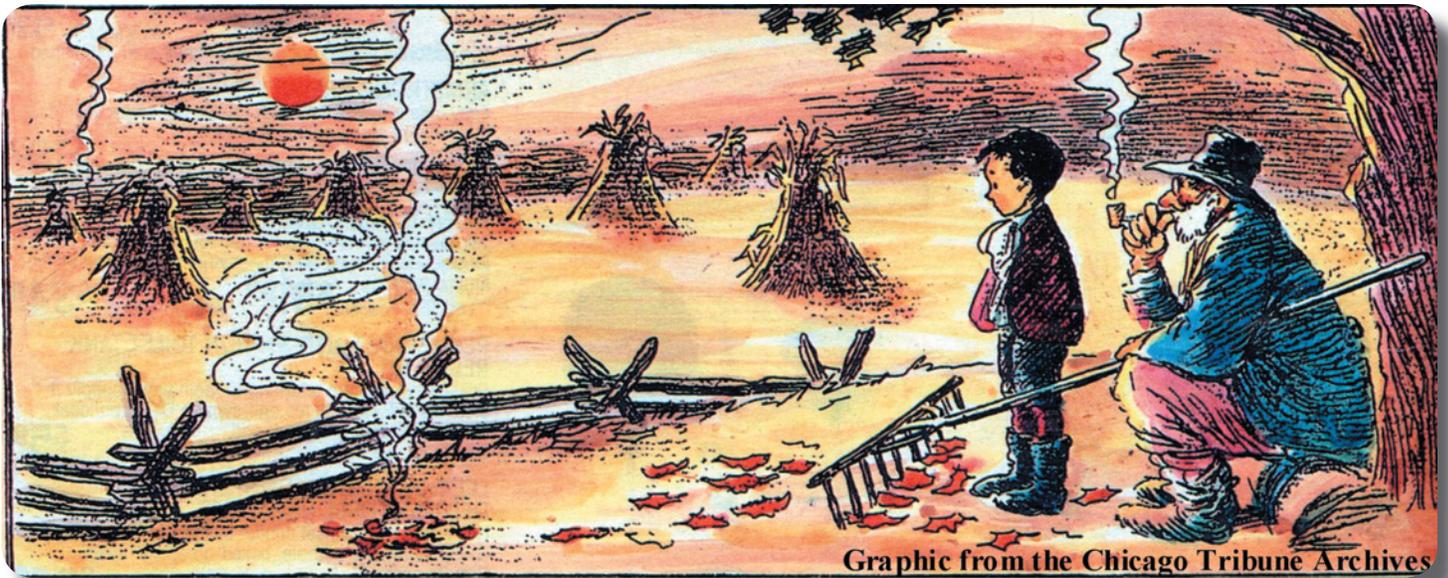


the grounds of stately Casper Manor on the shores of Eagle Lake in Kansasville, Wisconsin. The first nighters enjoyed an excellent meal at a local restaurant and then adjourned to Kim and Judy's for a bonfire and storytelling until the wee hours, i.e. after ten. Following coffee and treats on

continued on page 8

INSIDE YOUR NOVEMBER SNIC BRAAAPP

- Engine Summer
- Rally Through the Country
- BlonderHill Fest III
- Six Pack TRials - Part Deaux
- Rusty Galore Races at Joliet LeMons
- Lots More Stuff*



Graphic from the Chicago Tribune Archives

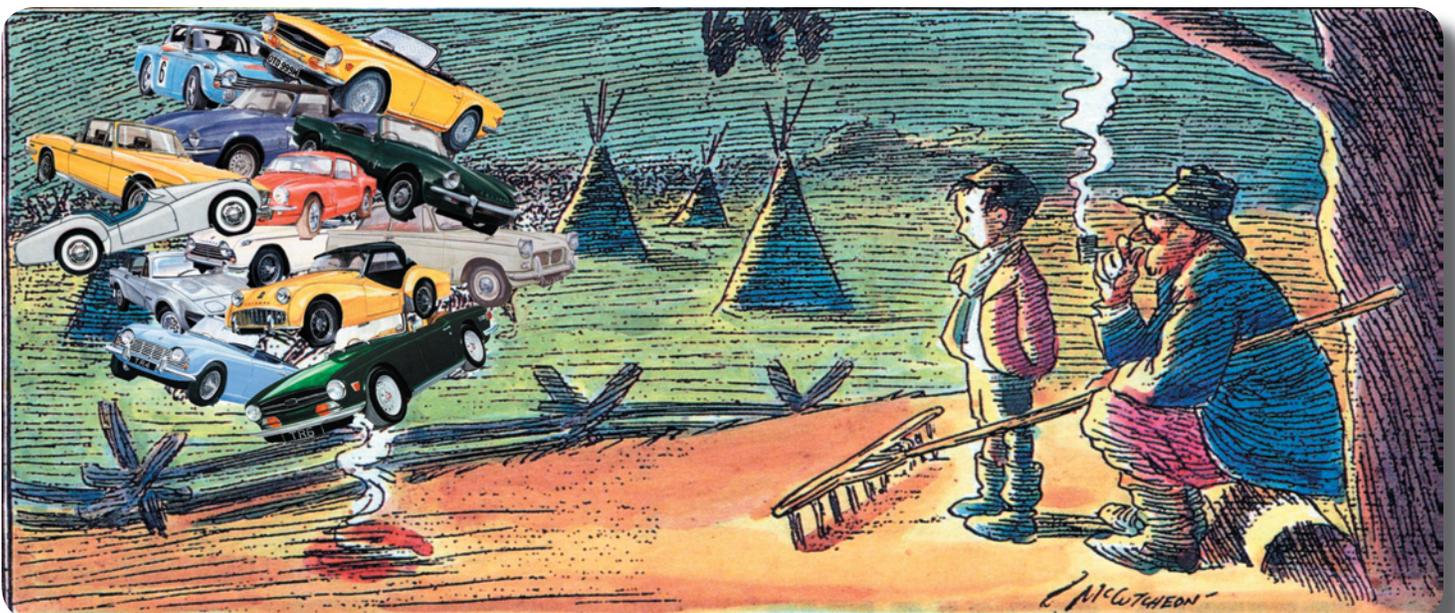
YEP, SONNY, THIS IS SURE ENOUGH ENGINE Summer. Don't know what that is, I reckon, do you? Well, that's when all the homesick ol' sportscar drivers come back to play. You know, a long time ago, back in your pappy's time there used to be heaps of fur-in roadsters around here - thousands - MILLIONS, I reckon,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

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

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

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

Rick Dentino 1975

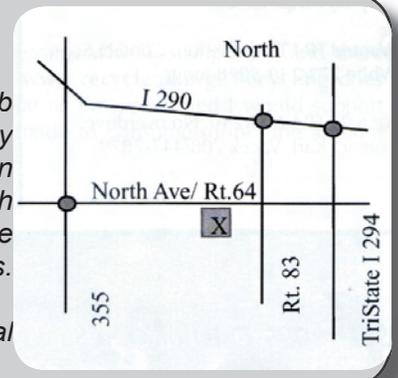




ILLINOIS SPORTS OWNERS ASSOCIATION

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

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



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
NOV.	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 7:00 PM	COVENTRY IRREGULAR GO-KART CHALLENGE III ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	1ST	TUES.		OUTER DRIVE HERO'S RALLY - NORTHERLY ISLAND
JAN.	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
	24TH	SUN.	8:00 AM	17TH ANNUAL ALL BRITISH SWAP MEET & AUTO JUMBLE - DUPAGE CTY FAIRGROUNDS
	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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Ed. Note: The text on page 2 of this month's newsletter was written by SNIC BRAAAPP's first editor Rick Dentino. "Engine Summer" debuted in 1975 and has appeared in the November edition of the ISOA newsletter since. It is a parody of a cartoon by John McCutcheon, a **Chicago Tribune** Pulitzer prize-winning cartoonist. 'Injun Summer' was a staple in the now-defunct **Tribune Sunday Magazine** for half a century. The original text is available on line, and the actual cartoon may be viewed at the Chicago Historical Society.



A LITTLE BS FROM BS
NEWS AND VIEWS FROM
THE BUSTED KNUCKLE GARAGE



Fall Foliage or Leaf Me Alone
By SNIC BRAAAP EDITOR BOB STREEPY

DO YOU RECALL THAT REALLY CREEPY scene from *The Birds* when the camera pans to one or two crows on a telephone line, then a little later they cut back, and there are a few more crows, and . . . you know the rest.

That's the way I feel about leaves. Deceased foliage of the arbo-real persuasion has apparently determined that my garage floor should be their winter hibernation repository. [I can just hear them now: "Hey Heathcliffe, what would you think of spending the winter in Maui?" "Are you nuts Ethelbert? We've got enough frequent flyer miles to blow into Streepy's garage. You know there's always a couple of MGDs in his fridge, and I hear he's installed heat this year. Besides, all the other leaves are going to be there."]

Among the leaves of Novus Mundus, Bartlett must generally be accepted as their premier, happy hunting ground. After raking, mowing, blowing, vacuuming, mulching them until there's nary a leaf in sight, I spy them lurking in adjacent trees. They feign attachment to the tree, but I know better. Soon they hover and circle, waiting for me to turn my back and then SWOOSH, there they are, by the thousands, swirling and rustling in a deciduous orgy, darting into every crevice and crack in the garage, attempting to elude me and my trusty blower/vac.

Every autumn, the leaves and I play out this Wile E. Coyote/Roadrunner ritual. I clean my garage in preparation for storing Lucille and LaMonte, and the leaves conspire to ruin all my efforts. They wait until they think I'm not watching them, and then they launch their assault. At first there's only one or two scout leaves, and then, like the Tribels from Star Trek, they multiply right before my eyes until they have overpopulated my beloved garage. I have never understood why they choose my garage. I have neighbors who can leave their garage doors open for years at a time, and the leaves seem to show absolutely no interest in cluttering up their floors [although in some cases, I can't say as I'd blame them].

I have actually seen entire squadrons of leaves blow right past several open garage doors and zero in on my garage floor as if guided by some kind of high-tech leaf-laser.

No matter where I have lived, the neighborhood leaves always seem to single out my garage for their winter habitat. [Why can't they ever blow out of the damn garage instead of in?] I'm beginning to suspect there's some deranged botanist somewhere [sort of like the Finch character on *Person of Interest*] who breeds hybrid homing leaves. I suspect he has secretly planted a high frequency Leaf Lojac transmitter in my garage so that migratory leaves lock on the signal emanating from my garage, and using their little leaf GPS systems, make their way to my garage, kind of like the turkey buzzards heading for Hinkley, Ohio. I realized the extent of my plight when busses full of 7th graders began to arrive with junior high science classes, who descended upon my garage to complete their "Leaf Project" assignments. It seems that they can get all of their foliage by simply looking around my garage, one stop shopping if you will.

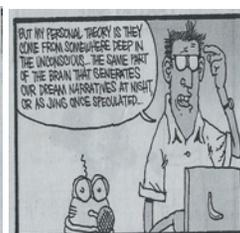
This year it's been worse than ever, and I think I know why. In addition to the mad scientist theory, I have

developed a new corollary to explain this phenomenon. I suspect the BFI drivers who collect the bags of leaves that I leave on the curb each Tuesday have instituted a covert leaf "catch and release" program in order to track the migratory patterns of some of the leaves on their endangered species list. To test my theory, I secretly marked some of the leaves that I caught and put out on the curb in leaf bags. I know that I have captured them a second time because the little bands I wrapped around their stems match the numbers I recorded. I'm certain that I have apprehended leaves from as far away as Venezuela trying desperately to seek refuge in my garage. [Strangely enough, I have not encountered any of the exotic Colombian leaves yet.] I think the tree huggers and godless commie pinko whale savers are behind this. Like Captain Ahab and Carl Spackler, Bushwood's mildly obsessive assistant greens keeper, I'm mad as hell, and I'm not going to take it any more. I am declaring an all out war on the forces of evil [as personified here in the forms of leaves], and I will show them no mercy. No more Mr. Nice guy! It's back to the old-fashioned policy of eradication for me; a latter day final solution if you will.

So if you see a wisp of smoke that appears to have emanated over the western suburbs, say around Bartlett, you'll know that I have launched a preemptive strike against the leaves. Asthmatics, respiratory sufferers, environmentalists be damned; it's back to the tried and true leaf crematorium. I figure if I put a few of the leaves to the torch, the others will get the idea that I'm not messing around anymore. Like Morrison and the Doors sang, ". . . you're going to burn, burn."

Suds

The above text is an encore presentation of some parts of speech we scribbled in November of 2005.





ROAMIN' WITH ROMAN
BY ISOA PRESIDENT
ROMAN HRYNEWYCZ

For me, fall is a time of melancholy. I am always sad to bid summer farewell for I know what winter in northern Illinois can and often times does bring. To be sure, it is a far cry from the high temperatures that we experienced this past year. While some welcome the relief from the heat, I do not. Even though this past summer was excessively hot, I took solace in the fact that you never have to shovel a hot day. While it may have been unpleasant and even sticky to drive our old cars this past year, we were able to still drive them. Winter snow, most definitely, does not offer the best driving conditions for light, rear wheel drive cars, and therefore, usually relegates them to storage. This for me is a very difficult situation. I only have a 2 car garage, so I see my Triumph everyday just sitting there waiting for a day with clear roads so that it can be driven, if only to warm up the fluids. Often as I look over to my TR6 before leaving the garage, I start to daydream of a piece of twisting road

and imagine the growl of that straight 6 engine as I attack the turns. It seems as if there is never enough time during the year to get in all of the fun driving that we need to get us through the winter. Somehow, I (along with all of you) will need to find a way to muddle through until the day that we get to depress the throttle and unleash all of the horses (or at least most of them) that the boys in Coventry saw fit to bestow upon our Triumphs!

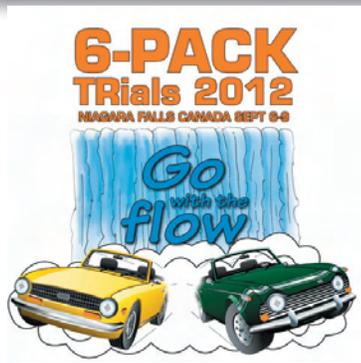
As a side note, I would like to express my appreciation to all of the members, past and present, who have made this such an outstanding club. I would like to draw particular attention to longtime members Sheri and Billy Pyle. After many years of service and camaraderie they have decided to move away from us to the far reaches of Tennessee. To help send them off in ISOA fashion, there will be a special agenda for the November meeting. If you can attend please come and participate in this special send off.

ANOTHER DRIVING SEASON AND year is nearing its end, and there are still a couple of motoring events, including the VTR convention in Galveston, left on the schedule before most of us put our cars away for their long winter hibernation. Some of you will no doubt tear into an improvement or restoration project with the hope of having it completed by spring. Others will just put a cover over their beloved Triumph with dreams of next year racing through their heads.





Last month long time ISOA/Six Pack member, Jeff Rust, chronicled the 2012 TRials in his own inimitable fashion. Here, first time TRials visitor, Denny Stock, gives his take on the event.



GUILTY OR INNOCENT
LET THE SIX PACK TRIALS BEGIN
OR
AFEW IMPRESSIONS FROM A MAN AT
HIS FIRST SIX PACK CONVENTION



TEXT AND GRAPHICS BY DENNY STOCK

IT WAS A CLOUDY DAY, PRETTY MUCH like any other. We awoke to the sound of clipity-clop as trusty ol' Betsy made her way thru our small village en route to those anticipating the delivery of fresh milk and cheese. Ooops, wrong article.

TRials, oh yeah.

This was indeed my first Six Pack Convention, and after months of TR preparation, my TR6 car was (fingers crossed) ready. Niagara Falls or Bust! The 2012 TRials were held Thursday, September 6th, thru Sunday, the 9th. We left late Tuesday afternoon and drove 5 hours before stopping for the night in beautiful

Fremont, Ohio. We had planned to arrive a day early on Wednesday in order to get the most out of our first TRials. My wife, Kim, was originally scheduled to be my trusty co-pilot, but she suggested I call our first born, Nathan, to make it a father/son thing. He flew in from L.A. and was quite excited at the prospect. Our partner in crime, who completed our impressive two car caravan, was club member Phil Beckman. In addition to Phil and me, ISOA was represented at this year's TRials by Jeff Rust and Mark Anderson along with their respective spouses. Phil drove solo before picking up his wife at the Buffalo Airport on Wednesday. From there, we drove to Niagara.

We were among the first 25 or so cars to arrive on Wednesday. Greeting us at the main entrance was David "Tush" Tushingham, one of the two TRials organizers. The other was David "Fid" Fidler. We checked in to the Marriott on the Falls, met some folks and had a bite to eat. The hotel was located directly across from the Falls, and our 20th floor room, provided some breathtaking views.



Thursday morning began with Phil and me washing our cars before breakfast. Then, we were off for a drive to charming Niagara on the Lake, a quaint town with small shops and restaurants. After a very nice lunch and a bit of shopping, we returned to the hotel. Later in the day, additional cars began to roll in and all totaled, there were upwards of 90



cars with nearly 130 people in attendance. Thursday was registration day, and that evening the welcome reception was on the 3rd floor terrace complete with a color light show of the Falls took place. A bit of "tipping the elbow" got everyone in the proper frame of mind for the following days' activities.

Friday was a day for participating in a pre-chosen activity. Our choice was the tried and true voyage (ok, ride) on the Maiden of the Mist. We managed to get quite close to the Falls, and the free plastic "rain ponchos" helped a bit, but some of us came back looking like drowned rats.

Dinner was on our own, and 10 of us went to a Brazilian steak house named Copacabana. All I'll say is what happens in Niagara.....

On Saturday, the day set aside for the car show and BBQ, storms greeted us as we woke up. Scrambling, the concours judging had to be relocated to the covered garage of the hotel. Still, the judges managed to do their thing under less than ideal conditions. With the site for the car show and BBQ less than 2





ate climate and perfect soil mix, the region has been growing grapes for hundreds of years. When we returned to the host hotel, it was time for the cocktail reception, followed by the awards banquet and one last time on the terrace.

After a not-so-hardy breakfast, we packed, fired up, and took off for the journey home. Both Phil's' of our TR6s ran really well. However,

miles from the hotel, it was a short caravan ride but with wipers on. As we arrived, we were welcomed by the sounds of a bagpiper. As the cars rolled in, they were parked in the front in "show" formation. I'd like to congratulate our own Phil Beckman for his 2nd place finish in the Mid TR6 category. As we judged the participant's cars, Tush, an executive chef, manned his station



grilling excellent burgers, along with the famous Goetta dogs delivered by Todd Bermudez of the Cincinnati contingent. With lunch and car voting in the bag, it was off for a

drive of your choice. Initially, Nathan and I had signed up for the Canadian Warplane Heritage Museum, but with it's 3-hour round-trip drive and the impending 10-hour drive home the next day, we decided to stay close to home and drive back to Niagara on the Lake for some last minute gift purchases. The shopping gave way to several more winery stops. I didn't realize that the Niagara region is host to more than 30 wineries. That's quite a bit in a very compact area. In fact, throughout the Lake Ontario region one will find more the 75 wineries to test your palette. With a temper-



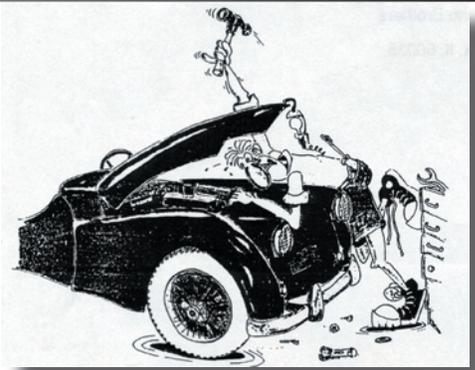
just 2 miles shy of my home, the clutch in my car began to give me some problems. Fortunately, we made every green light and into my garage. Since returning, I have replaced the infamous broken clutch pin, along with the disc and pressure plate, and everything is once again back to normal.



All said, it was really a great time. The Ontario/Quebec chapter did an excellent job in putting on this year's TRials. A very special thanks to Fid and Tush, who put together a great event. We couldn't have asked for a better "newbie" TRials experience.

Next year, I guess, it's "Say yes to Michigan!"

Denny



ISOA TECHNICAL ExSPURTS

- TR2 Al "Chromedome" Christopher 773/233-2526
- TR3/4 Pat "PowerBuldge" Lobdell 219/942-1263
- TR4A/250/5A Steve "Godfather" Yott 262/997-0701
- TR6 (Early) Jeff "Stalker" Rust 815/874-5623
- TR6 (Late) Irv "Elwood" Korey 847/831 2809
- TR7 Phil "Factor" Fox 630/662-7721
- TR8 Tim "Tool Man" Buja 815/332-3119
- Spitfire - [Early] Joe "Stagmeister" Pawlak 847/683-9683
- Spitfire - [Late] Bill "Mr. Bill" Jensen 815/729-9731
- GT6 Dave "Snake" Shedor 847 566 0478.
- Stag Joe "Stagmeister" Pawlak 847/683-9683
- Herald Jack "Spuds" Billmack 815/459-4721
- Machinist Bob "Opera Man" Crowley 630/319-7343
- Electrical, Paint, Body, Joe "Stagmeister" Pawlak 847/683-9683
- IL. Dept. Revenue Ombudsman Mike "Scooter" Johnson scooter5559@comcast.net



BLONDERHILLFEST 2012

TEXT BY KIM JENSEN,
 GRAPHICS BY THE AUTHOR
 AND TERRY UNDERHILL



JUST A FEW MINUTES AFTER 7 AM on Saturday, September 22nd, a hearty group of ISOA folk (Pete and Denise Ballard - MGB; Joe and Rosanne Felix - TR4A, and Bill and Kim Jensen - Spitfire 1500) left Joliet and headed east to Michigan to attend the 3rd annual BlonderHillFest and wine tasting. The prison City Brits met Tim Mantel (TR6) and Joe Kaplon (Spitfire 1500) in Chesterton, IN. Gizmo then led the way on a leisurely ride thru the Indiana Dunes lake shore area and then along Lake Shore Drive in Michigan City. The sun and clouds mixed on the ride,



and it was a bit too "brisk" to lower the convertible tops on this particular day.

The group arrived safely in Harbert, MI, at the cottage home of Mike Blonder and Terry Underhill to meet Ken and Arlene Kendzy (PT

Cruiser), Bob Crowley and Mary (Miata), Bob Steele and Judy (Mustang), plus Pat Price, where we enjoyed a light lunch of sub sandwiches, chips, and cookies. The Tour Guide, Mike "Hands" Blonder, had us "mount-up" our rides (or as many of us say we "put on" our Triumphs, especially with the convertible tops up!) at noon. Hands and Whistler led the group of nine cars in their TR4 northward thru St. Joseph, Benton Harbor, South Haven, and



up to the Fenn Valley Winery. There was a pretty steady rain during this leg of the journey, so everyone had a chance to see if their Triumph tops were water-resistant as well as whether their windshield wipers did, in fact, work! After tasting at Fenn Valley, the group travelled to Crane's Orchard Pie Pantry for a snack, then to Karma Vista Winery, and finally, to the Contessa Winery. Despite the inclement and cool weather (one bank sign read 56 degrees!), the wineries were busy with thirsty customers. One of the favorite stops of the day had to be the chocolate shop adjacent to the Contessa winery, where several tried the chocolate covered bacon, among other deli-

cacies. Lots of yummy treats to be sure!

The group then enjoyed a partly sunny ride back to the cottage, all the while wishing it was warm enough for top-down driving. The Kendzys set up a camp stove for hot apple cider, and everyone pitched in to help get dinner on the table. Hands grilled some great Moo and Oink burgers and Italian sausage. Apparently, the fresh air had made everyone ravenous as evidenced by the lack of leftovers. As darkness descended upon the cottage, the traditional Blonderhill bonfire was started with the use of the infamous "Scout water," and folks gathered round to warm up and tell tales.

We left to head back to Joliet that night, but many of the group stayed overnight, and I have it on good authority that delicious, low calorie treats from a Swedish Bakery made an appearance on Sunday morning.

Thanks ever so much once again to Mike and Terry for their hard work in planning the tour and being such gracious hosts. We all appreciate them opening their home to the club folk that attended this terrific event once again. Be sure to keep this weekend open on your calendar next year, because it's a great time with good friends and little British cars in a lovely setting that you won't want to miss!



*Lower Wacker
 & Mr. Bill*

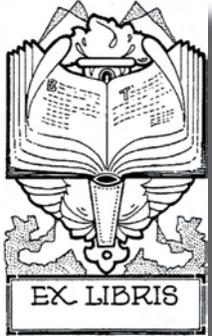


Road Racing Special, Vintage Motorsport, Inc. Art Eastman, et al 8 1/2 x 11, Hardbound, 263 pp, illustrated. 2003

Vintage Motorsport magazine over many issues. The editor estimates that hundreds of people contributed to the finished product, chief among them were the late Dean Batchelor, John Gardiner, Pete Lyons, and David "Woody" Woodhouse. It begins with the very early years of road racing at the turn-of-the-century and proceeds to the immediate post-war era. It includes accounts of the famous Thomas Flyer which won the New York to Paris race in 1908 and Barney Oldfield, the colorful driver from the first decades of the 20th century. In the early days, it's very difficult to separate stock car racing from road racing and stock cars from sports cars. Many of the racers that are profiled range from home built units which were, in effect, hot rods alongside ornate Bugatti's and Mercedes. The contrast makes for some very interesting reading.

Each of the remaining nine parts takes an analytical look at a few years at a time and traces the evolution from home built to factory supported racers. It is interesting to note that many credit a home built race car known as "Buttercup" built by a Coventry amateur racer using mainly Standard-Triumph running gear for inspiring the TR2.

The book is abundantly illustrated with rare photos of the drivers, builders, as well as many of the one-of-a-kind cars themselves. Overall, this is a must reading for any die hard road racing fan. While there is scant reference to Triumphs, it is, nevertheless, an interesting read and gives us a very comprehensive look at what many refer to as the Golden Age of road racing.



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*past president

AT A RECENT ISOA MONTHLY CLUB meeting, Pat "Powerbulge" Lobdell loaned me a copy of **Road Racing Specials**, a liberally illustrated tome that chronicles the development of racecars in America. Like many of us, Pat is an enthusiastic fan of all kinds of motor racing, especially road racers, and he was particularly fervent in his praise for this particular volume. He strongly recommended that I review it for the benefit of our wide-ranging readership, since many in the club share his interest in the sport. Pat's gusto was not misplaced. The book proved to be quite interesting as it chronicles the history of road racers going back to the very earliest days at the turn of the 20th century right up until the time of its publication in 1993.

The book is actually a compilation of articles that appeared in

Suds



FALL COLOUR TOUR - CONT'D FROM PAGE 1



Saturday morning, the group, now supplemented by additional arrivals, convoyed to nearby Burlington, Wisconsin,

where they were joined by several more ISOA members for the first stop on the day's itinerary. Kim had prearranged a private visit to the Logic Puzzle /Spinning Top & Yo-Yo Museum in historic downtown Burlington. The proprietor of the museum explained the proper protocol for museum behavior [apparently she had a bad feeling about the maturity of our group, astutely anticipating that some of the group might have been off their meds,] before allowing the group to enjoy [??] roughly 90 minutes of hands-on experience with mechanical puzzles and various brainteasers. Many of the enigmatic toys dated back to the 20s and 30s



[the puzzles – not the ISOAers]. The silence of more than two dozen brains feverishly trying to solve some of these fiendish puzzles was occasionally broken by the tinkle of a bell indicating that someone from the group had actually cracked the code of one the unfathomable brainteas-



ers. Our docent, who doubled as a classical yo-yo demonstrator [who knew that any one held such a designation?], gathered the group for a crowd shot and also encouraged everyone to visit the museum gift shop which included 150 different kinds of puzzles along with all sorts of yo-yos and spinning tops. By around 10:30, the assembly of ISOAers headed back to their cars for the 2nd leg of the day's planned activities.



From Burlington, Kim led the convoy of eight triumphs and five or six civilian vehicles along some scenic rustic Wisconsin back roads. The colorful fall foliage was in its final throes of brilliance, but the strong winds and intermittent rainfall rapidly diminished vivid display of the remaining flora. Despite a steady drizzle, the tour went very well, although it should be noted that some of the Triumph demisting units struggled to keep up with the humidity. Around noon, after covering thirty miles or so, the group arrived in Lake Geneva at the Como Inn on the shore of Lake Como where Kim had made reservations for lunch. The room,

which overlooked the lake, would normally provide a spectacular view of the lake and the wooded shoreline, but the overcast skies prevented the group from taking full advantage of the vista. The staff was very accommodating, and everything proceeded without a hitch as everyone enjoyed an excellent meal and some pleasant lunchtime conversation.



Following lunch, the little caravan headed back along the short stretch of very challenging road before heading west to nearby Delevan. There, Kim had scheduled a VIP tour of a restoration shop run by the Jarosz family who specialize in refurbishing old, wooden Chris-Craft boats and Model A Fords. John senior was waiting for us in one of several outbuildings to answer questions about the dozens of model A's in his





shop. The collection included Model A roadsters, coupes, a Victoria, several roadster pickups, a phaeton along with a couple of model T's and assorted other 30s and 40s vehicles. Some of the cars were in for service; others were there on consignment,

followed by a delicious fish boil prepared by Judy. The meal was excellent and included delectable home-



while still more belonged to the Jarosz's. The group spent the better part of an hour reminiscing about the old Fords and listening to John tell stories about the cars before heading back to Kansasville for the evening activities that Kim had planned.

The evening's entertainment included a pre-dinner cocktail hour,



made dessert treats. During the day, Kim had been somewhat cryptic in his references to a special 3-D movie showing that he had planned. He had actually set up a video projector and mounted a screen in the doorway of his pole barn. The wind caused the



screen to billow and created a faux 3D effect on the featured film – one of ISOA's all-time favorites – "Spinal Tap." Even though most of the audience was familiar with the cinematic classic, the group all enjoyed hearing the well-known lines and even repeated them on cue during the

viewing. Following the film, some of the participants called it a night and headed home, while others spent the night camping out in Casper's basement or at a nearby motel.

Despite intermittent drizzle through much of the day, coupled with the cooler than normal temperatures, all the participants thoroughly enjoyed themselves. Even though the fall colors had peaked a week or so earlier, there was still plenty of colorful foliage to enjoy in southeastern Wisconsin in mid-October. Our collective gratitude goes out to Kim and Judy for all of their hard work and planning and pulling off an excellent weekend outing for the members of ISOA. The fall color tour is the punctuation mark of official club driving activities for the year. Weather permitting, many of us hope to sneak out for an afternoon ride or two before disconnecting batteries, adding Stabil to the gas, and setting



mousetraps and mothballs inside our cars in preparation for Old Man Winter and putting our Triumphs into winter hibernation. The fond memories of a pleasant drive on bucolic two-lane blacktops accompanied by other Triumph enthusiasts will have to sustain us throughout the upcoming months. Fortunately, Kim and Judy certainly provided the fall foliage tour participants with plenty of pleasant experiences to reflect on until such time as we can reconvene and do it all over again in 2013.

Suds



MORE WATER THAN GAS,

PART I

TEXT BY MARK "SILO" FISHER



THE INTREPID WARRIORS OF THE JAMES Bondo team loaded up our borrowed (Thanks Yves!) enclosed trailer, and set off for the Autobahn Country Club in Joliet, IL. Karsten and Kurt drove the trailer to the track and were met there by Snake, Adam and me.

Because of our late arrival, we parked in the farthest weeds from the pit-out area. Since weeds grow in dirt, this ended up turning into a mud pit. The mud got everywhere – shoes, socks, pants, shirts, gloves, and the exterior and interior of Rusty (more on that later). Of course, rain, mud, and wind coupled with 40-degree weather made for a most pleasant day of race spectating.

Tech was largely uneventful, but they said our car should have been at the front of the pack in C class in July, so it was obvious that our driving must suck. They wanted to move us up to class B but were willing to leave us in C with a 5 lap penalty.

Even when it wasn't pouring, the track was so slick that any acceleration out of the corners would swing Rusty's rear around, causing a nifty back/forth wiggle that would result in a black flag. With a car as finely tuned as Rusty, you can image how hard it was to NOT accelerate. The result was a collection of black flags that we could have used as a tarp to cover the pit area.

Kurt took the track first. The car was very difficult to drive in the wet, and it would spin from snap oversteer with the slightest provocation. Kurt was toe-dancing around the track for the first stint and spun it twice, getting 2 black flags. One was for passing under the yellow, which he swore did not do. He decided to turn over the reins early rather than risk any more penalties.

Snake took the wheel and turned in some really consistent, trouble-free laps. The rain lightened up while he was driving. We tried pressure changes to the tires, but nothing seemed to help. At the end of a 2 hour stint, Snake came in for fuel and a driver change. Karsten took it out for a spin.

After Snake's fantastic black-flag-free run which moved us up into the top 90, Karsten (Black Flag) took over. Snake provided several minutes worth of coaching, which could be summed up with the phrase, "It's slicker than snot, so drive like a grandma." While Black Flag heeded this advice for several laps, the adrenalin of racing took over. It wasn't raining THAT hard and after all we had tires highly rated for wet weather. What could possibly go wrong? Coming out of turn 4, he attempted to accelerate, since the track had some drier tire-wipe lines. Of course, every bit of this reasoning was wrong, but that never stopped an ISOA member.

The acceleration resulted in the aforementioned rear-wiggle, which Black Flag promptly compensated for by oversteering. Three times. The resultant 180-degree spin in the middle of the track ended with two wheels off and an 'agricultural' display of flying mud. The fine coating of viscous brown liquid was almost like frosting on the cake. The third black flag so far meant that any more would cause Team Bondo to sit out the remainder of the day. After pulling into the pit area and being soundly reprimanded and laughed at, Black Flag was sent back out onto the track a nervous wreck. You never want to be "that guy" that grounds the team for the day.

Black Flag gingerly negotiated the remainder of his stint and brought Rusty in with only one total black flag during the 90-minute soaking.

After Karsten's stint, I took my turn at the wheel. As I belted in, the rain returned in force. It was all I could do to make my way around the track. I was being passed by the FWD cars like I was in park. As soon as I felt like I was getting the feel of the car, I brought the speeds up incrementally and immediately spun. They gave me a black flag, and said we were done for the day.

After reviewing our car cam footage, I was able to convince the judges that Kurt was innocent of the yellow flag pass. They let us go back out and finish the day. Snake took the checker with a big smile.

In preparation for Sunday, we removed the rear anti-roll bar, put the old tires on the car, and lowered the air pressures.

SUNDAY

Again the day was cold and wet. The car handled much better with the over-steer largely controllable with the throttle. Of course, this gave me the confidence to go faster, eventually resulting in locking up the brakes in the final turn, followed by the inevitable black flag and mandatory chat with the stewards. I went back out and tried to drive friendly. Near the 1.5 hour mark, I spun the car and got another black flag. I offered up a driver change to appease the stewards, and turned the car over to Kurt.

Kurt drove without incident on Sunday, much happier with the car. He turned it over to Karsten without incurring any penalties. Kurt complained of the throttle sticking. The throttle cable was being over-stressed, and it had started to fray. Snake trimmed the wire that were sticking out, and re-installed the cable with just a few strands left.

Black Flag's second stint in the race on Sunday was much more fruitful in terms of speed, fun, and running on a semi-dry track. The clouds were starting to break up, and the occasional patch of blue poked through. Lap times slowly decreased to a more standard times in the low two-minute range, and we were really racing. Rusty was regularly able to pass the diesel Chevette, and our arch-nemesis "Der Schnitzelwagen" – a Volkswagen squareback station wagon. Fortunately, Black Flag did not live up to his moniker, and he completed the semi-dry stint without incident; no spins, no slides, no agricultural expeditions, and most importantly, no black flags.

Snake looked set to finish up the race and take the checker. He was driving smooth, and well. With 1 hour left the throttle cable broke. Everyone had a good time despite the conditions. We really appreciated the support of our crew (Thanks Adam, Mike and Peter!!), and those who came out to watch us race.



Next Month, More Water than Gas Part II (Chump Racing at RA)



2ND ANNUAL RUN THROUGH THE COUNTRY RALLEY

TEXT AND GRAPHICS BY
BOB STREEPY



AFTER LISTENING TO Yves Boode's account of the road rally he had planned at the September ISOA meeting, Jim Aldridge

and your humble and obedient scribe were determined to participate in what sounded like a most outstanding activity. The unseasonably cool morning weather of Saturday, the 22nd of Sept., notwithstanding, the 2012 "Run through the County" exceeded our expectations and proved to be a fantastic event.

I decided to serve in the capacity of navigator/sidekick for "Screamer" on this occasion. After hearing about his travails at the Open Air Classic at an earlier meeting, we felt it best to accompany him in the passenger seat, lest he suffer a repeat of his near meltdown last summer. Jim arrived at SNIC BRAAAPP Towers around eight on Saturday morning with his trusty TR six nicely warmed up and more importantly, with the top up. The temps in Bartlett that morning were in the mid-40s; consequently, despite our fondness of open-air motoring, we opted for whatever creature comforts his car would provide in the face of unseasonably cool conditions. Following the unseasonable heat of the summer of 2012, it seemed even colder. We arrived at Yves's shop in Woodstock a little after nine and spent a few minutes looking through the eclectic assortment of classic imported cars that were awaiting service. A trip to Vintage Sports Car, Inc. is analogous to visiting a small auto museum because the cars in for service are often so unusual, and

this trip was no exception. One of the more interesting vehicles was a 1957 Jensen, which strongly resembled an Aston Martin of that era. There was also a rarely seen Peugeot sedan and an unusual Citroen sedan in the lot.

Jim and I were soon joined by about two dozen rally enthusiast in an eclectic assortment of cars. We spent a few minutes we mingling and sipping coffee, and before long, we were joined by Coventry Irregulars Chris and John Hall in their TR 6, Roman Hrynewycz in his TR 6, and Lorrie-Ann Fisher in her classic "Hot Rod Lincoln" Pan-American road racer.



Around 9:45, Yves called a brief driver's meeting and outlined the course. He explained the protocol of the rally instruction sheets, and before long, Jim and I, followed closely by Roman, were zipping through the McHenry County countryside. Just to be on the safe side, we brought along a GPS, which we bookmarked with the address of Yves's shop.

We soon found ourselves in the bucolic countryside motoring briskly on a series of two-lane blacktops. For the next hour or so, we traversed the back roads along a very scenic and clearly explained



route that took us to the Wisconsin border and back. After roughly 65 miles in a little more than an hour, we arrived back at Rail Drive in Woodstock, the site of Vintage Sports Car, Inc.

Upon our return, Jim took a turn behind the wheel of the Lincoln and came back even more impressed with Lorrie-Ann's driving acumen. Yves was waiting with a delicious lunch that he had prepared from scratch for all of the participants. We all enjoyed a hearty meal and toward the end, listened to one of the participants, who explained the philanthropic cause that inspired the rally. She was an organizer for a charity which raises money to treat shaken babies, and after hearing her moving comments, we found ourselves reaching for our wallets to try to provide some small measure of relief for these innocent victims.

By noon, Jim and I were on the road headed home. The clouds had given way to bright sunshine, and the thermometer had risen to a tolerable 60°. All in all, it was a great way to spend a Saturday morning. Interesting cars, friendly people, scenic roads, excellent food, and a worthy cause all combined to make the "Rally through the County" a success in more ways than one. Best of all, we didn't get lost.



Suds



Great Lakes TRIals

Preliminary Itinerary

Thursday:
Registration
Welcome Party

Friday:
Membership Meeting
Social Rally & British Pub Lunch
Dinner Tour
Evening Shenanigans

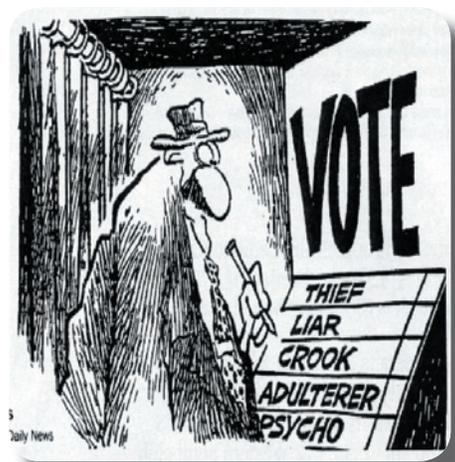
Saturday:
Car Show in Empire
Afternoon on your own to explore
• Lighthouse & Winery Tours
• Quaint Towns for Shopping
• Driving the Fabulous Back Roads
• Sleeping Bear Dunes National Park
• Fence Stocking Drive
• Dune Climb
• Many Trails and Beaches
Evening Awards Banquet

Sunday:
Breakfast & Farewells
Start Planning for the 2014 Trials in Hawaii



Where: The Leelanau Peninsula Michigan
Who: The Great Lakes Triumph Roadsters
Mike & Terri Anderson - Event Chairmen
GreatLakesTRials@yahoo.com
(977) 265-4140
Host Hotel: Holiday Inn West Bay
65 Ebel Front Street
Traverse City, MI 49666
(800) 888-8020

6-PACK TRIals September 19-22, 2013



In keeping with ISOA bylaws, we will entertain nominations for 2013 board members at the November meeting. The election will be held in December. Anyone with one year's ISOA membership is eligible to be on the board.

Six Pack TRIals 2013
Sept. 19-22
Traverse City, MI
Hosted by ISOA members
Mark and Terri Anderson

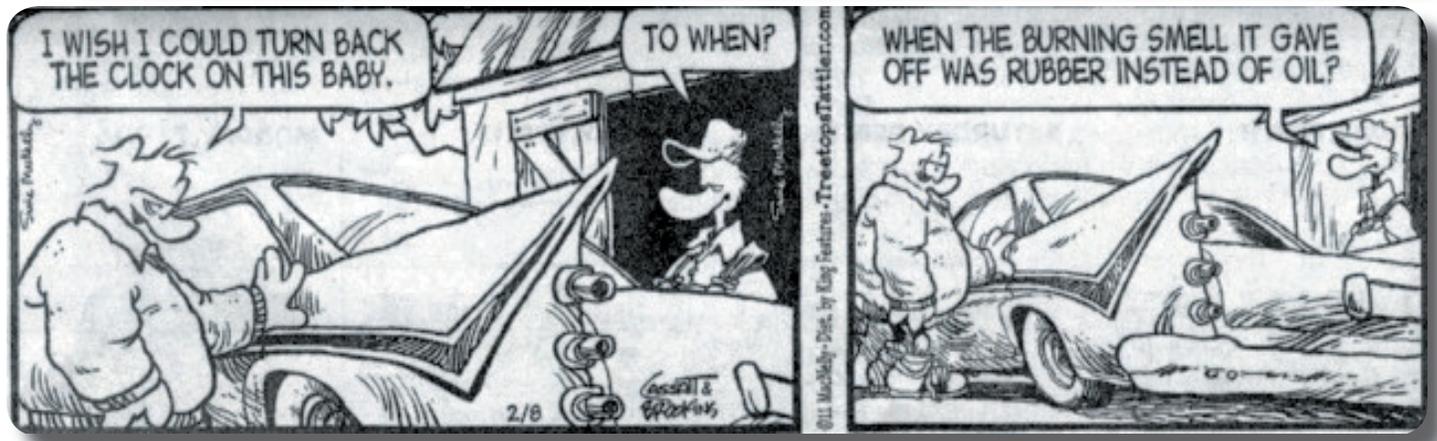
TRA Convention
June 12-15, 2013
Kenlake Resort and Lodge,
Aurora, Kentucky
Hosted by ISOA members
Jeff and Libby Slaton

Triumph Travelers Sports Car Club Serving San Francisco Bay Area and Central California

Triumphfest 2013 and Vintage Triumph Register National Convention

Triumph Travelers Sports Car Club of the greater San Francisco Bay Area is presenting the combined Triumphfest and Vintage Triumph Register event in San Rafael, California October 2nd through October 6th, 2013. TTSCC is thrilled to showcase the diverse activities, spectacular coastal scenery, fine California weather, and quaint towns in the Northern section of the Bay area.

The VTR Concours will be held at the Marin Yacht Club on a beautiful grass setting. The autocross, funkhana, LeMan's start will be held at the famous Sears Point's Sonoma Raceway.





BIG BASH 2013

WHAT: The Annual ISOA Party & Awards Night

WHERE: Moretti's Ristorante & Pizzeria
1175 West Lake Street Bartlett, IL 60103
(630) 837-4992

WHEN: Saturday, January 26th, 2013
(6-7PM) Hors D'oeuvres with Cash Bar

Dinner 7PM -Main course:
•Family style replenishable buffet with salad, potato, vegetable, rolls, dessert, coffee or tea.
•Chicken Limone
•Roast Sirloin of Beef
•Parmesan Crusted Salmon



Special after dinner entertainment by

The Spinal Tappets

Fun and games designed to humiliate the other guy and amuse you

The cost for the Bash is only \$35.00 per person. You may also pay your 2013 dues with the same check. [EG - two dinners @\$35.00, plus next year's dues @\$35.00 = \$105.00. Make checks out to ISOA.] Complete and detach the form below and bring to the Dec. or Jan. meeting or mail to:

KIM JENSEN, 903 LILAC LANE, JOLIET, IL 60435



Name _____

Name _____



Dear Editor,

Now that my days as a professional cyclist have ended, I still want to still enjoy the thrill of wheel-to-wheel competition. To that end, I have decided to try my hand at vintage sportscar racing and have only recently acquired a race prepared TR4. Since my reputation as a straight shooter is uppermost in my mind, I would like any suggestions you might offer as to how I can compete successfully within the limits of the sanctioning bodies.



LA

Dear Lance,

We have forwarded your inquiry to our official expert on all matters of morality - Bob "Burnout" Steele, as well as our certified all-around racing techspurt-Pat "Judge Dredd" Morse. Burnout suggests that you approach any of the SCCA rules with a grain of salt, much as you would look upon the suggested retail value of a new car. He states that a few performance upgrades in your TR4 [small block V8, turbo charger, nitrous, etc.] will probably not be noticed by the tech inspectors, and these minor modifications will enable you to keep pace with some of the other race prepared cars. As he says, "It ain't cheatin' if you don't get caught." Based on your cycling career, this laissez faire approach to

rule adherence should fit nicely within your apparent definition of morality. Live Strong - ED

Dear Editor,

I recently posed for a great photo op scrubbing pots and pans at a soup kitchen, and it occurred to me that I might be able to capitalize on this "bounce" and pick up a few Illinois votes by showing up at an ISOA car wash. My only caveat for

you guys is that, since I can't spend too much time for this, the cars should already be cleaned. What do you think??



PR, Janesville

PS No autographs

Dear Congressman,

This seems like a great idea. However, we have only one slight problem with your plan. Most of us generally wait until our cars are actually dirty before we wash them. Perhaps you could just attend an event and issue a voucher for a car wash at a later date to be used at a private car wash at a price to be determined based on pre-existing dirt and grime. If the cars aren't too dirty, they could get a wash for \$1.00, but if the car was filthy, the cost would be \$100 or whatever the owner could afford.

Ed

Dear Editor,

It seems Ah done got mahsef in a heap o' hot water down heah. Mah girlfriend tol' me that she done managed to git herself in a family way an' now she won't git the abortion



she told me she was gonna git. To make thangs worse, mah opponent fer mah seat in Congress is a-using the tapes of mah phone conversation that Ah made to show mah wife ah wuz not gonna have no kids with mah mistress is a-playing the abortion stuff on the TV and using it to make me look like Ah ain't the pro-lifer I done tol' everybody in the district Ah wuz. Y'all got any ideas 'bout how Ah kin git outa this mess??

S DJ, TN

Dear Dr. DesJarlais

It appears you may have just taken the "Doctor/Patient Privilege" thing a bit too far, even for southeastern TN, by impregnating a patient, but we'll leave that one up to your local medical standards board. As to your little flip-flop on the abortion issue, it's probably not a deal breaker. After all, the guy on the top of your ticket has reversed himself more often than Devin Hester on a kickoff return, and he seems to be doing ok in the latest polls.

As for "spinning" your little faux pax, you could always get in a tank and drive around Knoxville or better yet, pose in a full camouflage get up and pretend you're a duck hunter. On second thought, those strategies didn't pan out too well for the last guys to try them. Maybe you should just notify Karl or Shelly to see about whipping up a few SuperPac attack ads on your opponent and loop them on the local media outlets nonstop until election day. Better yet, you can challenge him to debate. Just try to stay awake throughout your turn at the mike. After all, if you tell a big enough lie over and over, both political parties seem to be in agreement on one thing: you can fool enough of the people enough of the time to get elected, or re-elected as the case may be.

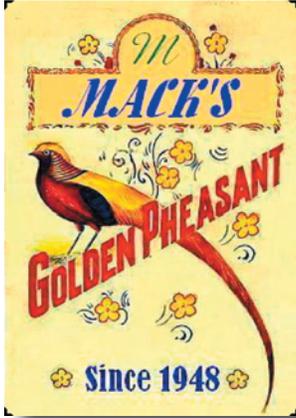
ED



OCTOBER 2012

MEETING NOTES BY BOB STREEPY

Ed Note: ISOA Recording Secretary Peter "Maestro" Conover was on tour in Mexico with the Chicago Symphony Orchestra on October 6th, so in his absence, these scribblings were made by Bob Streepy



Some 50 Coventry Irregulars convened in the garden level of the newly redecorated Mack's Golden pheasant on Sunday, October 5, to attend the monthly meeting of the Illinois Sports Owners Association. Among other changes, they noticed a completely reconfigured bar, freshly repainted walls, and an updated fireplace in the lower-level.

President Roman Hrynewycz called the monthly meeting order to a few minutes after seven and started the proceedings by introducing the board members in attendance. There were several first nighters in the general audience including Scott Ayers of Glen Ellyn who is in the market for a TR 3, Tony Salem who has a 71 TR 6, a 1951 Renown, and a 53 Renown of Mokena, Wanda Fountain also from Mokena who has a 79 Spitfire, and Ron and Dolores Danihel of Lemont who have a 76 Spitfire. Roman then announced that a fresh batch of the infamous ISOA free tickets which have of been used for some time to encourage new membership, has just

been printed, and these were available for all the members.

Roman then inquired from the membership as to any project updates, and Denny Stock spoke about his recent clutch replacement project in which he was assisted by several members of the club. Roman then segued into a recap of recent events and began by asking Al Christopher to comment on the BCU car show at Harper Community College. Al was followed by Denny Stock who spoke about the national Six Pack convention held in Canada, and Jay Holekamp succinctly ["It was great."] summed up the Meadowdale Memories event which took place in Carpentersville. Kim Jensen described the Cantigny car show, and your humble and obedient scribe spoke about the rally in McHenry County organized by Yves Boode. Tim Mantel wrapped things up by summarizing BlonderHill Fest number III before the group adjourned for a refreshment break.

Following the short recess, Jack Billimack spoke about some of the events that are on tap for the remainder of 2012. He turned the microphone over to Kim Casper who described the itinerary for the fall color tour. [See page one for recap.] Jack then listed several other activities scheduled for October and November including the LeMons Race at the Autobahn Country Club in Joliet at which the TR 7 racecar driven and crewed by ISOA will compete. He also spoke about the Toys for Tots Run that will take place in November, the Chump Car races at Road America in which Team Bondo is entered, the VTR convention in Galveston Texas, the electrical troubleshooting clinic hosted by Joe Pawlik, the New Year's Day rally in Chicago, and, of course, the 2013 big bash which will take place at Moretti's Restaurant and Bartlett on January 26.

Following Jack's report on upcoming events, Roseann Felix asked one of the new members to draw the winning raffle ticket which was held by Mario Picciola. He is now the proud owner of some of Harbor Freight's finest imported hardware.

The meeting concluded with the monthly nominations for the Peter M. Roberts award, given to that member who has shown a sense of Triumph humanitarianism to a fellow ISOA member. Denny Stock nominated Irv Korey for donating much of his time and assistance in the clutch replacement on Denny's TR 6. Mark Hattenhauer also nominated Irv for helping him rebush the front suspension on his TR 6. Joe Felix nominated Pete Ballard for helping him remove and then re-install the engine in Roseann's Spitfire, and finally, Jack Billimack nominated Steve Yott for fabricating some brake line fittings for his TR 6. Jack also nominated Jay Holekamp for the use of his lift and also the loan of an angle drive to repair the speedometer in his Herald. The October Roberts award was won by Irv who also received a coupon for a complimentary beverage for his efforts. The Boomer award was presented unanimously to Tom Morgan who was nominated by his bride or failing to pay his dinner check at Mack's. Apparently, the Morgans got halfway home before Tom remembered that that he hadn't paid his check for dinner, and so Tom and Pat returned to settle up, lest they be accused of committing a "dine and dash" indiscretion. At shortly after nine, there being no new business, Roman gaveled the meeting adjourned.



With all apologies for any errors and omissions, your humble and obedient scribe pro temp.

Suds



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: 2 1147 cc Triumph Herald engines. Jack Billimack 815/341-2810 jbillimack@comcast.net [10/12]

•For Sale: Triumph Spitfire 1974 model with 45,429 miles. - 1969 TR6 Triumph with 69,954. For information concerning the cars, please contact: Paul Purskey - 309-342-4902. [Not an ISOA member 11/12]



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

Late Braking News!!

As part of their plea agreement and in keeping with the requirement of the Witness Protection Plan, long time ISOA members Bill and Sheri Pyle will soon be leaving Chicagoland to take up residence out of state in an undisclosed location. Please join us at the November meeting to bid them farewell and reflect upon the many great memories we have of the many Triumphant Times we've spent with Whizmo and Big Mama.



- | | |
|-------------------------|---------------------------|
| Rick Lapinski 11/02 | Mark Costello 11/11 |
| Ray Gobberg 11/03 | Kim Jensen 11/13 |
| Don Sheldon 11/03 | Sheila Mantel 11/13 |
| Katherine Stevens 11/04 | Rick Crider 11/14 |
| Linda Hernandez 11/05 | Carol Barnett 11/16 |
| Mark Stevens 11/05 | Shirley Stauffacher 11/16 |
| George Hernandez 11/06 | Pat Morgan 11/17 |
| Patrick Lobdell 11/06 | Lorrie-Ann Fisher 11/18 |
| Al Christopher 11/06 | Jack Billimack 11/18 |
| Joe Chandler 11/07 | Nick Polykandriotis 11/27 |
| Joe Honor 11/10 | Jon Ehrenstrom 11/27 |
| Dee Sikora 11/11 | Kim Casper 11/29 |

Snic Preview

Coming in your December newsletter available at sleazier newsstands everywhere

- Sir Bentley's Holiday Gift Guide
- Electrical Clinic
- Yuletide Prose & Poetry
- VTR Recap
-•Rusty Galore at Joliet & Road America

Lots More Stuff

New ISOA Members

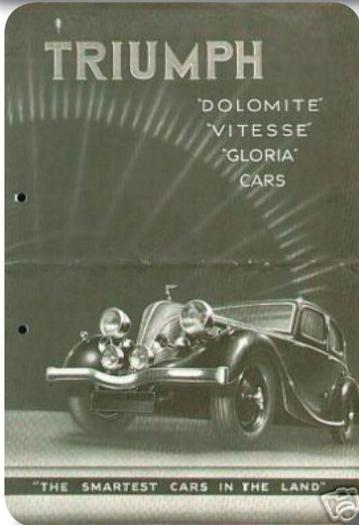
186 ISOA Memberships - 253 ISOA Members

Tim Olson
9401 Lockwood Ave., Skokie, IL 60077-1141
847 470-9042 - tim@timolson.com
61 Herald

Ron and Dolores Danihel
771 Kromray Rd., Lemont, IL 60439-6105
ronanddolores@yahoo.com
76 Spitfire 1500

Scott Ayres
213 Forest Ave., Glen Ellyn, IL 60137-5409
630 790-3733 - srayres1@yahoo.com
looking for a TR

GT6 MkIII



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

NOVEMBER 2012



CHRIS SMIT'S 1976 TR6