



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-SIXTH YEAR -

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

CARB CLINIC

TEXT BY BILL JENSEN AS TOLD TO BOB STREEPY GRAPHICS BY THE AUTHOR AND PETER CONOVER



ON SATURDAY, MARCH 23, A GROUP OF COVENTRY IRREGULARS convened at the Joliet home of Kim and Bill Jensen to participate in the annual spring carburetor service/rebuild clinic. Things got underway at roughly 8:00 AM with the obligatory pastry and coffee session followed about 45 minutes later by a discussion on the working principles of the SU and Zenith-Stromberg carburetors. The forum was led by Joe Pawlak and Tim Buja who explained the similarities, as well as the differences, between the two brands of carbs, generally found on Triumph sports cars. Around 10 AM following the classroom portion of the clinic, the participants broke into small groups with Joe and Tim, assisted by Frank Cartwright, Jerry Hurst, and Al Christopher serving as mentors, while the attendees tore down their own car-

buretors. The facilitators watched and supervised as the clinic participants disassembled, cleaned, and reassembled carburetors using new replacement parts wherever necessary.

Around midday, the group broke for a tasty lunch consisting of Santa Fe chicken, Soft Tacos and cookies and quenched the participants their thirst with an assortment beverages provided by the hosts. Following the midday meal respite, the group adjourned to the garage to resume the carb rebuilding under the watchful eyes of the facilitators. By 2:30, most of the carbs had been rebuilt and if all goes according to plan, should be installed and dialed in just in time for the May tuneup clinic.



INSIDE YOUR MAY SNIC BRAAAPP

- *You Only Live Twice*
- *Maestro Goes to Amelia Island*
- *Uncle Spuds' Cravanning Guidelines*

Lots More Stuff



YOU ONLY LIVE TWICE
TEXT & GRAPHICS BY
DAVID STAUFFACHER

I WAS A RELUCTANT CONVERT TO LBCs. Growing up in the 60's, my first love was hot rods. High school days were spent shoving V8s into various fat-fendered Detroit bodies. My first exposure to British cars was less than favorable. Some upper classmates had purchased an MGA and an Austin Healey. While I liked the looks of both cars, the owners spent most of the time in the garage trying to keep them running. At the time, I thought I'll stick to my hot rods! Well, time passes and tastes change.

After graduating from college in the late 60's, I found myself working at Bell Labs in Naperville and in need of a new ride (The hot rods were sold to fund college). My work roommate was always pining after an MGB that his former college roommate owned. So after much coaxing from him, I took a test drive in a 1967 MGB. It was fun, and I loved it! Around this time, I became friends with fellow ISOA'r, Tom Morgan. For the next several years, I drove that MGB everywhere - from Chicago, to Key West, to Colorado. While living in Colorado, I traded the MGB for a VW van which could hold all the camping gear.

During this time, the TR6 was introduced. At first, I really

didn't care for the boxy look - I was still in the MGB frame of mind, but a friend owned one, and he let me drive it one day. The engine so und really great, so I hit it

hard - by the time I shifted into second gear, I knew I had to have one! So I bought a brand new 1974 Mimosa TR6. Since then, TR6's have been in my blood! I've owned several over the years as the various ups and downs of life have caused me to part with them now and then. However, I've always kept my eye out for another TR6 including the elusive RHD PI. Back in 1979, while living in San Diego, I had a chance to buy one that someone had unloaded off a cruise ship, but I was talked out of it by the local Triumph dealership. Boy, was that stupid or what???? By the time I regained my senses, the car was gone, and the trail had gone cold. But times passes...

During the early 90's, while living and working in Canberra, Australia, I spent a lot of time traveling around the back roads of New South Wales and Victoria taking in all the local sights and discovering the real Australia. During these trips, my eye was always open for any vintage cars that might be lying in some paddock or tucked away in an old barn. Usually, I found vintage 40s and 50s Australian and American iron that would make great projects. However, during one of my excursions, much to my happy surprise, I stumbled upon a RHD PI TR6. (While living in England back in 1982, I spent the year in vain trying to hook onto one. A few were out there, but either the

owners rightfully didn't want to part with them, or the price was too dear for me). This car had been sitting outside in a paddock for years and was in terrible shape. It was partially stripped and just this side of going to the wreckers! If you've ever seen the cover of Practical Classics TR6 Restoration book - that's close to what this car looked like! We had to winch it on a trailer - due to frozen rear brakes and 3 flat tires - in order to get it back to Canberra for dismantling.

The TR6 was shipped back to San Pedro, California. I will not elaborate on the problems associated with importing a car into the U.S. Suffice to say it helps that I could prove residency in Australia which made the car personal property and that the TR6 was listed as "old car parts."

The TR6 had no papers, so I was not sure how to get it titled. Then, a San Diego Triumph club member mentioned that someone had a PI engine sitting in his garage. Come to find out, it came out of that RHD TR6 I had looked at years ago in San Diego. Seems whoever bought the car had totaled it. We used the engine number to get a BMHIT certificate, which gave us the commission number, which we took to the CA DMV to get in contact with the owners who luckily had not salvaged the TR6. After a little more legal maneuvering, I was able to get the pink slip for the car. As luck would have it, the pink was for a 1970, the year of my derelict! So CP51649 was reborn!

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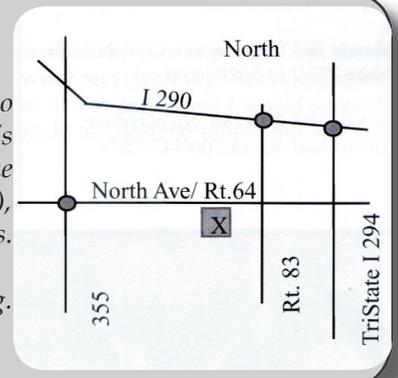


ISOA EVENTS CALENDAR

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
May	4	Sat.	8:00 AM	Tune Up Clinic - Fisher's Shop, 1114 Rail Dr., Unit C, Woodstock
	5	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	10-11	Fr.-Sat.		Celebration of Automobiles - Indianapolis Motor Speedway
	18	Sat.		Spring Tour/Breakfast Run on Rte 66 [Contact Doug Larson for details]
	25-June, 2			17th Annual British Car Week
June	2	Sun.		Champagne British Car Show - Bloomington
	2	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	8-9	Sat.-Sun.		Chump Races - AutoBahn Country Club, Joliet
	12-15	Tu.-Fri.		TRA Convention - Kenlake Resort & Lodge, Aurora, KY
	15	Sat.		Breakfast Tour/Campout at Black Hawk Farms
	16	Sun.		Wisconsin British Car Field Day - Sussex, WI
	23	Sun.		Michiana Brits Show - Notre Dame, IN
	28	Fri.		Drive In Movie Night - Cascade Drive In, West Chicago
July	7	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	14	Sun.		Barrington Concours D'Elegance - Makray Memorial Golf Club
	14	Sun.		22nd Annual "Mad Dogs & Englishmen British Car Faire" - Hickory Corners, MI
	19-21	Fri.-Sun.		The Hawk Race at Road America - Elkhart, WI
	20	Sat.		Summer Driving Tour - Denny Stock
	21	Sun.	3:00 PM.	ISOA Annual Ravinia Outing
Aug.	1-3	Th.-Sat.		The Roadster Factory Summer Party
	4	Sun.		Transportation Extravaganza - Illinois Railway Museum, Union, IL
	4	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	9	Fri.	7:00 PM	White Trash Night - Sycamore Speedway
	15-18	Th.-Sun.		Open Air Classic in Wisconsin - LaCrosse, WI
	18	Sun.		Orphan Auto Picnic - Kendall Cty Fairgrounds
	25	Sun.		Geneva Concours d'Elegance - Geneva, IL
	25	Sun.		Milwaukee Masterpiece Concours d'Elegance
	30-9/1	Fri.-Sun.		Moonshine & Bootlegger Run - Lake Lawn Resort, Delavan, WI
Sept.	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	6-8	Fri.-Sun.		VSCDA Elkhart Lake Vintage Race - Features Triumph [Kastner Kup]
	8	Sun.		BCU Festival - Harper Community College, Palatine
	15	Sun.		Cantigny Car Show - Wheaton, IL
	19-22	Th.-Sun.		Six Pack TRials - Traverse City, MI
Oct.	2-6	Wed.-Sat.		VTR Convention - San Rafael, CA
	4-6	Fr.-Sun.		Louisville Concours - Louisville, KY



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



SPRING BREAK FOR GEEZERS
BY SNIC BRAAAP EDITOR BOB STREEPY

FOR SOME, THE TERM SPRING BREAK likely conjures up images of nubile coeds on sandy beaches along the Florida coast, or perhaps watered fairways at Augusta, or possibly even a Caribbean cruise, [although recent events have tempered and desire for the latter]. For the genus *geezercarguy cabinfeverus*, however, mid-March represents an ideal time to take a Midwestern road trip to a few of the numerous auto museums that are sprinkled throughout the rust belt. And so it was that your humble and obedient scribe and his faithful road trip companion, Jay “Cannonball” Holekamp, ventured out to celebrate the vernal equinox.

Jay and I had heard favorable reviews from several of our Coventry Irregular compatriots about the Gillmor Car Museum in Hickory Corners, MI, but neither of us had personally seen the collection there. Consequently, we decided to check it out for ourselves, and we were both glad we did. Since Jay and I are both of the opinion that all good road trips begin at 0 dark 30, we left the Western burbs before sunrise on Tuesday, March 19 on route to Hickory Corners. After stopping for breakfast in Chesterton, IN, we proceeded northward and arrived at the museum in the midst of a lake effect blizzard. The good news was that we had the entire facility to ourselves because for some unknown reason, no one else decided to brave the elements to visit a car museum on this particular day.

The collection is housed in a new building, and the 160 cars on display include Cadillacs, Duesenbergs, Packards and a special exhibit of Hudsons. There was also a restored GM Futureliner bus on display, which in itself was worth the price of admission. There was also a newly constructed building put up by the Model A club filled with every conceivable type of these iconic Fords.

The docent on duty was clearly bored and took it upon himself to take us behind the scenes and provide a running commentary on the workings of the museum. He also opened their extensive research library to us to look around, and we were able to locate a few books dedicated to our beloved Triumphs. Jay and I both agreed that the museum was well-worth the trip, and we would enthusiastically recommend a field trip to anyone who enjoys vintage automobiles.

After lunch, we headed to the Air Zoo in Kalamazoo to visit a collection of beautifully restored vintage aircraft and numerous flight simulators for the entertainment of the younger set. Although young at heart, we opted to pass on these rides. We spent most of the afternoon wandering through the exhibits and came away quite impressed with the collection, which also included several vintage motorcycles and automobiles that were contemporary to the planes and aircraft on display.

We spent the evening in Kalamazoo and strolled around the downtown section, or at least what was left of it before calling it a night Tuesday.

After breakfast on Wednesday, we headed to Auburn, IN, to visit the iconic Auburn Cord Duesenberg Museum and the National Auto & Truck Museum directly behind the ACD building. The weather that morning was unseasonably cold, and the exhibit halls in the NATM were not heated, so we did not tarry too long at the exhibit, but both of us agreed that the collection was quite interesting. We especially liked some of the survivor/unrestored commercial vehicles from the Art Deco/streamliner era of the 30s.

We then walked to one of the crown jewels of car museums - the ACD Museum which includes some of the most spectacular rolling sculpture ever built. The building, which served as the factory showroom for Auburn, Cord, and Duesenberg, itself is worth the trip. In addition to displaying some of the most magnificent automobiles to ever grace the America’s roadways, there are also some of the original offices of the executives and designers who ran the company until its demise in 1937. Among the car guy’s “Pillars of Faith,” must surely be a pilgrimage to this fantastic museum. Although we could have spent several hours examining the exhibits, after only a couple of hours, we headed off to South Bend for our final leg of our spring break to visit the National Studebaker Museum.

The snow had let up, and the skies were clear, so we opted to take “the scenic route” from Auburn to South Bend and arrived at the museum about an hour and a half before closing. The Studebaker building has three levels with the main floor dedicated to Studebaker’s - including the wagons that the brothers first built prior to the Civil War- up to 1934. The upper level contains cars built until the factory’s demise in 1968, and the lower-level has a military exhibit of Studebaker vehicles, along with various cars which are in storage or currently not on prominent display. The site of the 1950s bullet nose Studebakers in particular, evoked fond memories in both of us of a bygone era.

We spent the night in South Bend, and by Thursday morning after racking up a little over 650 miles, we were home. Unlike past spring breaks in Fort Lauderdale back in the 60s, when we returned, we were not hung over, not broke, not sunburned, but just like spring breaks in college, our virtue was intact. Aside from that, I suspect our spring break was every bit as much fun - possibly even more so than some carnival cruise line vacationers - and could be summarily summed up as “a good time was had by both.”



ON THE MARQUE



A LITTLE PAIN FROM PAINLESS
BY ISOA PRESIDENT
BY MARK "PAINLESS" HATTENHAUER

MAY THE FORCE BE WITH YOU THIS month. With Chili and more behind us (pun intended), hopefully spring and ISOA TRIUMPH driving season has finally arrived. This is National Barbeque, Blood Pressure, Hamburger, Photograph and Older Americans Month. I will definitely be celebrating by grilling a heavily seasoned hamburger (with mass quantities of salt) whilst having my picture taken at the same time (that should cover all the aforementioned).

- May 1st - *Save the Rhino Day*. The horn of the rhinoceros is made of the same material as your fingernail. So remember all you nail biters, biting your nails could make you horny (which reminds me the horn on my TR6 is now working).
- 3rd - *International Tuba Day*, as well as *Lumpy Rug Day*. Well, of course, your rug would be lumpy if your tuba was under it. But the question looms, which Triumph would best be suited for the

tuba player? Maestro, any thoughts here? They didn't make a minivan.

- 4th - *Bird Day and Star Wars Day*. For the former refer to my presidential picture above. May the force be with you. [Ed. Note: Especially if you flip the bird to the wrong guy.] Most importantly this is *Derby Day*. The 139th running of the Kentucky Derby. Get your bets down.
- 5th - *Cinco de Mayo, National Hoagie, Oyster and Beverage Day*. So, remember to wash down your toasted Mexican oyster hoagie with the beverage (perhaps a Newcastle) of your choice.
- 6th - *No Diet Day*. Help fight anorexia today. Pig out. If you feel remorse, make it up on *Bulimia Day* and celebrate while you regurgitate.
- 8th - *No Socks Day*. Isn't that everyday for you Cubbie fans?
- 9th - *Lost Sock Memorial Day*. This day is for those who celebrated too much the day before and lost your mate. Spend some time looking for missing socks, no sock left behind. Perhaps the origin of the saying "Put a sock in it."
- 10th - *Clean Up Your Room Day*. Who knows, maybe you'll find those missing socks.
- 11th - *Eat What You Want Day, International Migratory Bird Day and Twilight Zone Day*. I'm picturing the Rod Serling episode where he's eaten by an extinct Pterodactyl who flies transatlantic to discover America (the lost episode).
- 12th - This is *Mother's Day* and *Limerick Day*.

*I once took me Mum for a ride,
In my car she sat by side.
We went for a drive
But we did not arrive,
For you see my Triumph, it died.*

- 13th is *Leprechaun and Frog Jumping Day*. A leprechaun jumping a frog is illegal in all 50 states.
- 16th - *National Sea Monkey Day*. Now you know the origin of "Monkey Sea, monkey do."
- 17th - *Pack Rat Day*. Remember to pack a rat today.
- 20th - *Be a Millionaire Day*. Where do we sign up for this one?
- 21st - *National Memo Day*. Memo: I felt like a million bucks yesterday. Today not so much (pun intended).
- 22nd - *Buy a Musical Instrument Day*. Check with Maestro to make sure it will fit in your car. He is the club MP (musical professional).
- 23rd - *Lucky Penny Day*. Maybe you'll get lucky with Penny today.
- 24th - *National Escargot Day*. Chew and eat that snail slowly.
- 25th - *Tap Dance Day*. I'm just trying to tap dance my way to the end of this column.
- 26th - *The Indy 500*. Please use an SPF good to 240 miles per hour. Apply generously.
- 27th - *Memorial and Sunscreen Day*. It usually rains.
- 31st - *National Macaroon Day*. Whose turn is it to buy the coconuts, Irv?

That should give you plenty of things to celebrate this month. Get your Triumph fired up (the best way is to use the fuses that will make your wires smoke). Let's roll. Hey... let's be careful out there.

El President

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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ASTON AT AMELIA

TEXT & GRAPHICS BY

PETER "MAESTRO" CONOVER

BACK IN 2006, SHORTLY AFTER GETTING the restoration project on my Aston Martin into high gear, I found myself needing an infusion of working capital, which I acquired by selling my Austin Healey. I made the sale at the RM Auction at Amelia Island in March 2007 and while there was able to attend the Concours d'Elegance that anchors the annual week of events. It was the first major Concours event that I had ever attended and was duly impressed, not to mention somewhat seduced by the Florida weather in March. I vowed that once I finished my Aston, I would try to bring it to this event.

Fast forward 5 years: The Aston was finished, having taken much more time and money than I had ever imagined. I was having fun driving it (having traveled about 6,000 miles in 2 seasons) and winning some nice awards at shows, including the Concours of America at St. Johns, MI. Initially I had figured that once a car became "known" in the rarified air of Concours World, invitations to attend more prestigious events would somehow magically appear. In fact, I came to discover that most of these events have some type of self-nominating procedure where you basically fill out a form, tell them about your car, and send some pictures.

Such is the case with the Amelia Island Concours d'Elegance, which has become in many people's

minds a car event second only to Pebble Beach. The deadline for the 2013 Concours was October 1, 2012. So, shortly before that date I sent them my application, thinking that I probably wouldn't be accepted for 2013, but perhaps had a good chance for 2014. Toward the end of October I sent an e-mail to the Entrant Liaison, enquiring as to when applicants would hear if we were accepted or not. I was amazed to receive a reply shortly afterward that my car had been accepted and that I soon would receive the formal invitation packet.



Now, since I hadn't really expected to be invited for 2013, I had a decision to make: The car would show better, with the restoration somewhat fresher showing it sooner than later, and the event date coincided with a time that I could potentially take off from work, so I decided to go for it. Since I never considered driving the car the 1100 miles to Florida, my next step was to look into the costs for transport and airfare. Despite recommendations from various sources, I soon found myself facing sticker shock for both. Luckily, Jim Causey, my friend and fellow Aston owner from Champaign (many of you will know his pristine DB2 drophead and his "beater" DB4, both of which have been shown at the BCU Festival), offered to lend me his enclosed car trailer. I determined the cost of renting a vehicle to pull it as well as 2 nights of hotels would be far less than the quotes I had been getting from professional transport-

ers plus the airfare costs. Problem solved.

Upon the receipt of the invitation packet, contained in a slick folder emblazoned with pictures that clearly showed off the pristine venue on the fairways of the Ritz-Carlton golf course, I had additional application and registration forms to fill out, and the opportunity to elect to attend various ancillary events that were to be held throughout the week prior to the Concours itself. These events included various seminars and driving opportunities. They also included a Rolls-Royce Wine Maker's Dinner (at \$275 per person) and the black tie Breitling Cocktail Reception and Mercedes-Benz Gala Dinner at \$300 per person (although Concours entrants were able to get 2 tickets at the bargain price of \$250!). In addition, there was a Room Reservation Request form, in which the rooms in the Ritz-Carlton were offered (with a 3-night minimum) for \$524 per night – and these were not even with ocean view. Fortunately, my sister lives nearby and agreed to host us, so we didn't have to shell out for a room at "the Ritz."



Henry Matson, one of my friends from the Aston Martin Club, was able to commit to traveling with Kristi and me. As Henry is a Porsche fan, I opted to sign up for the all day Porsche Driving Experience on Friday which included a driving tour, autocross, high speed ride with a professional Porsche driver, and admission to the "50th Anniversary of the Porsche 911" Seminar.



be very interesting. After a quick change of clothes, we attended the reception hosted by RM Auctions, with some of the featured lots on display.

Starting soon after the end of the 2012 driving season, I had begun in earnest on the list of things I wanted to accomplish on the car during the winter. These included trying to stop a pesky oil leak from the rear of the engine, installing new rear springs, and various cosmetic issues. By February, I was confident that the car was as ready as it would ever be.

Managing to avoid the major snow storm that hit Chicago on Tuesday, March 5, we departed the next day, and arrived at Amelia Island on Thursday evening. There was designated trailer parking for participants at an industrial park near the Fernandina Beach airport about 1½ miles from the Ritz. We dropped off the trailer before continuing onto my sister's house.

Early the following morning Henry and I returned, unloaded the Aston, and drove to the airport for the start of the Porsche Driving Experience. The weather was perfect and the drive included some great routes along the ocean. Even more gratifying, the car ran well, and it seemed that my winter projects had been successful. As it turned out, in addition to the Porsche driving activities, the day's events also included a tour of the Brumos car collection, and a tour of a Navy ship docked at the Mayport Naval Station. After the drive back to Amelia Island, which included a nice ride on the St. John's River Ferry, we attended the Porsche 911 Seminar. While not a huge Porsche fan myself, the seminar, which featured a panel of personalities well-known in the Porsche world, turned out to

after quite a few early mornings in a row, we finally had the chance to sleep in later. Henry and I went up in the late morning to the Festival of Speed Amelia Island, held at the nearby Omni Resort, which was honoring Aston Martin's 100th Anniversary. Then, although our initial plan had been to place my car onto the show field on Saturday afternoon and do the final detailing in place, an evaluation of logistics convinced us to wait until Sunday morning. Therefore, I spent a few hours at the industrial park cleaning the relatively small amount of dust and dirt that had accumulated since loading the car in Chicago.



Finally, just prior to 7:00am Sunday morning, we again unloaded the Aston from the trailer and drove it down to the Ritz-Carlton. Soon afterward we drove onto the show field along with a wide variety of fantastic cars. A small army of officials and volunteers efficiently directed us to the area for our Class (SC1: Sports and GT Cars - Post-war-1957), which was comprised by about 10 cars. At that point, it was a real pleasure not to have to do much more cleaning. And fortunate as well, since just before 9:00am, the judges came to my car.

Although not scheduled to start until after 9:00am, with so many cars to look at, many of the judges had chosen to get an early start. There were almost 90 judges listed in the program, which was a literal "who's who" in the automotive world. I was thrilled to have as one of my judges Andrea Zagato, current head of the famous Italian design firm and grandson of its founder, whom I had met at the Aston Martin Club's annual Lime Rock event the previous summer. I felt that the Aston showed well even in contrast to the multitude of beautiful cars nearby. The judges were very responsive to my car and its story, which I had the opportunity to relate to them as they scrutinized it. I stressed how much work I had done myself, and also how much I had already driven it, with the intention to drive it much more.

Nonetheless, not surprisingly, I didn't win an award. No matter - after my vow 5 years earlier, I truly was proud just to be on the field. I received lots of compliments from other entrants and show attendees. One such attendee was ISOA member Bob Steele, who traversed Florida from his winter residence on the west coast to attend the Concours - his presence was much appreciated. Throughout the day, I also received invitations to bring the car to future shows around the country. During the next two days on the road bringing the car back to Chicago, I had plenty of time to consider which I will be able to accept.



Maestro

MAY 2013

SNIC BRAAAPP was grateful to receive this submission [which appeared in the Zion-Benton News in April] courtesy of Mona Shannon and Steve Yott. While not specifically Triumph related, we thought our reader [s?] might enjoy it.

NOT YOUR AVERAGE DRIVE IN THE PARK - THE COOL DOWN LAP

By ALAN ROSS

SLEEPY EARLY MORNING SUNLIGHT beckoned another day in the world's 14th most-populated city. While half of New York was just getting up, preparing for the workday grind, 23-year-old Dennis Flavin was just ending his stint.

The young man enjoyed an enviable job as a page for NBC's flagship daily riser, *The Today Show*. While the City slept, Flavin worked, reporting to the 30 Rockefeller Center studios at 4 a.m. to begin his pre-show chores.

You think you know everything of major consequence in the person you roomed with all through college. Dennis and I had been roommates at Fordham through 1966.

But only last week while on the phone together did he let spill this gem that confounds me still as to how it remained concealed for more than 45 years.

It was 1967, and Flavin had been assigned by a *Today* producer to assist one of the guests on the show, an auto racing immortal with whom Flavin was well familiar.

After the live show, the guest appeared to have energy to burn and asked Dennis if by chance he owned a car. The icon, it seemed, very much wished to "go for a drive."

The young page acknowledged that indeed he did possess a barely street-legal craft, a used Austin-Healey as it turned out, one in which you could see the road below your feet, through the hole in the floorboard worn by many a driver's mashing heel. Fortunately, the vehicle did have that most vital component to world-class driving--a stick shift. In short order, Flavin retrieved the Healey, before, palms sweating, handing over the wheel to his newfound friend.

"Where to?" inquired the legend. Dennis pointed toward Central Park. "It'll be post-rush hour now."

Off they went. In minutes, my old roommate was a captive, if certainly willing, passenger alongside the greatest driver in the world.

Flavin estimates that they made seven to 10 revolutions around the winding 6.1-mile Central Park layout, the perfect urban road course.

"The one thing I'll never forget," the 69-year-old Rhode Islander now says, "is that he must have shifted close to 700 times in the 45 minutes to an hour that we were out there without ever once using the clutch!"

Dennis's four-and-a-half decades-long awe of that fact is understandable. Shifting in passenger cars without using the clutch for most of us translates to an expensive visit to a mechanic.

But not for a craftsman whose purpose in life is to know the intricacies of an engine better than the manufacturer that built it, whose oneness with the car is so complete that he knows the precise millisecond rpm-wise in which to make a clutch-less shift without tearing up the gearbox.

Flavin estimates that in Central Park, where 25 miles per hour is the posted speed limit, the racer kept the Austin-Healey at a steady 85 to 90 mph clip. By design, apparently, cops vanish before gods.

An hour never passed so quickly for young Flavin. All too soon, his dream ride pulled up in front of the Plaza Hotel on Central Park South, where the racer was quartered.

A cheery wave accompanied the man's respectful thanks to his young car-loaning navigator. An indelible memory had been made.

With a final nod, Stirling Moss turned on his heel and was gone.



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ISOA CARAVAN GUIDELINES® (AKA HELPFUL HINTS FOR HAPPY CARAVANNING) BY JACK "SPUDS" BILLIMACK



BEFORE YOU LEAVE:

MAKE SURE YOUR CAR IS MECHANICALLY sound, with fluids topped up, tires inflated properly, lights working, etc. Get a CB radio (wired-in or hand-held). Tune it to the agreed upon channel and test it before leaving the parking lot.

Bring safety equipment such as a "high visibility" vest, bright hand-held light, tape, wire, etc. If you have a mobile phone, exchange phone numbers with all members of the caravan, especially the lead car and sweep car.

Make sure you understand the day's planned route and the approximate distance the caravan plans to travel that day.

Know the planned evening stop location. Have hotel address, phone number, etc. If you have a GPS, program in the end point.

TYPICAL DAILY SCHEDULE: FROM "WHEELS ROLLING" TO "INTO THE BARN"

A specific day's schedule will depend on how far the caravan plans to go, road conditions, number of cars in the caravan, frequency of problems, etc. It's usually discussed and agreed upon the previous evening.

Typically, be ready to start on the road (Wheels Rolling Time)

between 8:00-9:00AM or whatever time the group has agreed upon. Check out of the hotel, make your bio stop, load your car, get fuel, etc. before "Wheels Rolling Time".

Normally the caravan stops every 2-3 hours for a bio-break and to take on fuel. A typical day's schedule calls for leaving by 8-9:00AM, a 15-20 minute gas/bio stop about 10:30AM; a 60-90 minute lunch/ gas/bio stop about 12:30-1:00; a 15-20 minute gas/bio stop about 4:00; and a stop for the evening about 6:00-7:00PM.

The distance between stops is determined by time of day, weather conditions, car performance, smallest gas tank, weakest bladder, etc. We generally try to go 2-2-1/2 hours between stops, sometimes 3 hours. Too many stops result in arriving at our destination town quite late in the evening.

Sometimes, however, the caravan needs to stop more often. For example, the first stop of the morning (after pancakes, etc.) might occur within an hour or so. Speak up if you need to stop before the planned stop. As we travel, if you need to stop for fuel, a mechanical check, or for a comfort break, signal the lead car via CB, phone, catching up, etc. Ask them to stop at the next available rest area or fuel station. (If you need to make a pit stop, it's likely that others do too.)

Whenever the caravan stops at a fuel stop, top up your fuel if there is any doubt you might not make it to the next planned stop. For example, cars with smaller fuel tanks or without overdrive can't travel as far between stops as some other cars. Take this opportunity to empty your bladder, buy drinks or snacks.

For driving variety (especially on Interstates), switch driving order once in a while by passing a couple of caravan cars or having several pass you. This keeps the "scenery" a little different and occupies your mind. Use your CB to give instructions, tell

of problems, comment on society, etc. It makes the trip seem shorter. If you see a problem with anyone else's car, try to signal them and explain what it is.

At the end of the driving day, the group often gathers to have dinner together. We usually try to meet about 60-90 minutes after pulling into the end point hotel. If you want to join the dinner group, make sure others know you plan to do so.

DRIVING IN THE CARAVAN:

There will be a lead car which will do its best to know the route and determine stopping points. There will be a sweep car which will do its best to watch for cars that have problems or get lost and shepherd them back to the caravan. The sweep car should have its headlights on to help cars ahead of it see it.

The slower cars, cars with mechanical problems or cars with smaller fuel tanks should be near the front of the caravan, closest to the lead car.

Keep a steady speed if at all possible. Try to drive as close as possible to the posted speed limit. If you think the caravan is going too fast or too slow, signal the lead car and ask for a speed change.

Maintain a reasonable interval between cars. Keep close enough to discourage non-caravan cars from pulling in between you and the caravan car ahead of you.

When passing non-caravan vehicles, all cars need to keep up the "passing speed" until all the caravan cars behind them have passed the slower vehicle. Don't pull back into the right lane and slow down until everyone can do so.

When passing on multiple-lane roads, the lead car should contact the sweep car and ask it to "block" traffic by pulling into the left lane. Then, all other cars can pull out and pass while keeping non-caravan



vehicles from becoming interspersed within the caravan.

When stopping at a traffic signal on a multiple-lane road, occupy both lanes. When two abreast, more of our cars get through the intersection on the same green light cycle. This also keeps "civilian vehicles" back.

When travelling on toll roads, use an "I-Pass" (works in a number of states) so you won't need to stop at toll booths. If cars need to stop at toll booths, use multiple lanes to get the most number of our cars through the toll area in the least amount of time.

ROADSIDE/EMERGENCY STOPS:

If you need to pull off the road try to signal the lead car, and

then look for a side road, rest area, freeway exit, or wide shoulder. Don't stop on a bridge where there is no shoulder. When the caravan stops, pull ahead of any bridge, and move as far off the road to the right as possible. If near a bridge, make sure the entire caravan is off the bridge.

Remember, non-caravan drivers don't expect to see a number of cars pulled over on the shoulder. Make sure you can be seen easily.

When standing near or working on a disabled car, stay on the passenger side, away from passing traffic. If you aren't working on the car, stay in your car or stand on the passenger side, not the traffic side.

After a stop, when pulling back onto the highway, wait until everyone is ready to go. Then, the

last car pulls onto the road and "blocks" traffic as all other cars roll out onto the highway. (This sounds good but doesn't always work, especially on Interstates. Do the best you can.)



Remember, this is our vacation. We MUST have fun!!

ISOA TECHNICAL ExSPURTS	TR7	Phil "Factor" Fox 630/662-7721	Stag	Joe "Stagmeister" Pawlak 847/683-4184
TR2 Al "Chromedome" Christopher 773/233-2526	TR8	Tim "Tool Man" Buja 815/332-3119	Herald	Jack "Spuds" Billimack 815/459-4721
TR3/4 Pat "PowerBuldge" Lobdell 219/942-1263	Spitfire - [Early]	Joe "Stagmeister" Pawlak 847/683-4184	Machinist Bob "Opera Man" Crowley 630/319-7343	
TR4A/250/5A Steve "Godfather" Yott 262/997-0701	Spitfire - [Late]	Rick Paulson 847/669-1030	Electrical, Paint, Body,	Joe "Stagmeister" Pawlak 847/683-4184
TR6 (Early) Jeff "Stalker" Rust 815/874-5623	GT6	Dave "Snake" Shedor 847 566 0478.	DMV Ombudsman	Mike Johnson scooter5559@comcast.net
TR6 (Late) Irv "Elwood" Korey 847/831 2809				





continued from page 2

The TR6 was completely broken down for a frame-off restoration. I know many 6-pack members have done frame-off restorations and have their own horror stories. Mine was probably no different than yours, so I see no need to elaborate on all the dirty little details. For most of you, it's a matter of BTDT. That said, I would just like to mention some highlights.



Not much was saved from the original car. The upholstery had deteriorated so badly that I had no idea what the original color was, and what little remnants remained were all vacuumed up! The body looked fair but had a few obvious places of severe rust. I suspected more rot beneath the various layers of old paint, so I had all the sheet metal and frame media blasted. My suspicions proved true, as not only would I have to replace the floorboards and spare wheelwell, but the bonnet, boot lid and battery shelf! The bolt-on replacement parts were easy to procure. I had the local hot rod shop fabricate a new battery shelf. I rough cut the old panels out with a torch then meticulously drilled out the original spot welds to remove the remaining bits. After clamping the new sheet metal in place, I just fill welded the holes using a MIG unit, which I used for all sheet metal repairs. The frame was good except for two front suspension support brackets and some hair-line cracks

around the upper differential bolts. These were replaced or repaired using my arc welder. I also boxed in the rear differential support brackets.

As this was to be a "daily driver," I took a simple approach when restoring the car:

- Anything rubber, vinyl or fabric - replace it.
- Anything electrical - replace it except for the gauges (speedometer was from a donor N.A. car), wiper and heater motors
- Anything mechanical - replace or overhaul it!

To help with the PI system, I realized that I would need to get in touch with someone in England. But who I asked? How do I find a reputable shop? Where do I start? I thought why not start with someone you know. And that's exactly what I did! While living in England, I was an active member in the Model T Ford Register of Great Britain. (Restoring Model Ts is one of my passions, too) I phoned one of "me Model T mates" asking if he knew of anyone involved with TRs. "Of course," he said and introduced me to his mate, Alan Wadley, who owns and operates the TR Workshop in Cirencester.



The next 6 months were spent talking, faxing information back and forth between Alex and me. Not only could Alan recondition the PI

system, he was able to gather up new, replacement parts, including a new leather Biscuit interior and hood from his neighbor, John Skinner. When all the spares were accumulated, they filled 4 large boxes. It was a true pleasure to work with someone so friendly and helpful. I thought to myself, "This is going just great!" But now, how do I get all this stuff back to San Diego? Pay an enormous freight bill? No, that wasn't too appealing as anyone buying from the UK can attest to! But how? Then Lady Luck shone upon me.



During this time, I was asked by a friend of mine, Tony, a fellow member of the local Model T club, if I would like to ride with him in the 1996 Centenary London to Brighton Run coming up in November. (To those not familiar with this Run, it is to vintage car rallying what the Indy 500 is to open wheel racing) Hmmm, I said. Let me think about this.... I get to ride in a 1901 Oldsmobile in the most prestigious vintage car rally, spend time in England visiting with old friends and be able to pick up my TR6 parts. Three nanoseconds later I accepted. Tony, along with four other California participants, rented a container and shipped their horseless carriages over to England for the event. Once the Run was over, I was able to throw my parts boxes into the container for no extra charge! My parts arrived from England just in time to be placed beneath the Christmas tree!



Except for the PI and RHD bits and pieces, the restoration proceeded like most others. All of the mechanical work was performed by me in my garage at home, except for machining the engine and heads, which were farmed out to local LBC pro, Randy Zoller of Heritage Motorsports, in El Cajon, California. Randy, along with providing tons of helpful advice, also installed the new seat covers.



I started to do the body and paint work in my garage where I had successfully completed a Model T touring car years before. (I had taken several semesters of auto body repair at the local technical college to gain the skills necessary to restore the Model T) However, over time things change - most notable the addition of a girl friend who for the most part supports the hobby except for the ear shattering noise of the air compressor (I do NOT recommend the oil-less style compressor!!!), and the clouds of body filler and paint spray. I looked around for alternatives and discovered that a San Diego college has a ROP (Regional Occupational Program) course in auto body and painting. I talked to the instructor and learned that I could work on my own car during class which was held on Saturdays. I was able to refresh my panel beating skills, using the college's tools and facilities, including a professional paint booth, while making all the noise and mess I wanted without complaints! It was a

perfect setup! So what was a bone of contention ended up being a golden opportunity! It took me only two terms to complete the car including the hardtop! For Christmas, Shirley gave me a HVLP gun which was a major improvement over my old suction cup type. I sprayed a gallon of Brooklands Green followed by two gallons of clear on the car which gave it a thick foundation prior to color sanding. I highly, highly recommend to anyone entertaining the idea of doing their own body/paint work to check with the local colleges for a similar course. You have just as much or even more fun than doing it at home!

After all is said and done, you might ask me "Wouldn't it have been cheaper to find a restored RHD PI car in England and ship it here?" Yes, I think it would have been. Would it have been as much fun? No, most definitely not!! The best part about owning this car now, besides obviously driving it, is retelling the "story" behind the car and its restoration. As time moves on and memories fade, I only recall the sense of achievement and pride in doing the restoration -not all the setbacks and moments of frustration.



I would like to close by saying how deeply indebted I am to all the advice I received from Alan, Randy, local club members, the ROP staff and members of the Triumph and 6-Pack lists. Without their collective help, I couldn't have completed this

project. And lastly but not least, to Shirley for her patience in putting up with the garage being a mess for years and all the time spent working on the car.



On a perfect top-down day in October of 2010, the San Diego Triumph club was caravanning out Interstate 8 to participate in the annual Old Highway 80 Commemorative drive. When I left that morning, Shirley commented to herself how great the car looked and how well it was running, which was true as we had just returned from a wonderful drive to VTR/Triumphfest in San Luis Obispo. (It was at SLO that I had the pleasure (?) of meeting Irv Korey.) On the drive out East, I was taking up the rear because I was in no hurry and was enjoying the warm sun. I had just exited I8 and was traveling down a frontage road when all of a sudden this big, white wall appeared in front of me, and all I recall before blacking out was a large bang!

To be continued...

David Stauffacher

Monroe, Wisconsin
1970 TR6 CP51649



Great Lakes TRIals

Preliminary Itinerary

Thursday
Registration
Welcome Party

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

Saturday
Car Show in Empire
Afternoon on your own to explore
• Light House & Winery Tours
• Quaint Towns for shopping
• Driving the Fabulous Back Roads
• Sleeping Bear Dunes National Park
• Pierce Stocking Drive
• Dune Clubs
• 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
Mark & Terri Anderson - Event Chairmen
Email: GLT3L@slatoluboo.com
(917) 265-490

Host Hotel:
Holiday Inn West Day
615 East Front Street
Traverse City, MI 49686
(800) 888-8020

6-PACK TRIals September 19-22, 2013



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

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

VTR Convention
Oct. 2-6
San Rafael, CA
Hosted by Triumph Travelers
Sports Car Club



Sunday, August 18th
Kendall County Fairgrounds

British Car Annual Festival

September 8th • 9:00am to 3:00pm
Registration 9:00AM to 12:30PM
Awards at 3:00PM
Harper College, Palatine, Illinois
www.britishcarunion.com

Sunday, Sept. 8th
Harper Community College
Palatine



ISOA White Trash Nite
Fri. Aug. 9th - 7:00 PM

Legends & Legacies

THE 7th BARRINGTON CONCOURS D'ELEGANCE

Featuring an expanded showfield of extraordinary cars from across the country, including this 1934 Avions Voisin C27 Aérospout Coupe from the Mullin Automotive Museum.

Special tribute awards to four significant people in the automotive world.

Save the Date: July 12-14, 2013



Sunday, August 25th



October 4-6
West Baden Springs Hotel
French Lick, Indiana



UPCOMING EVENTS OF IN "TR" EST

SOA DRIVE IN MOVIE NIGHT
FRIDAY, JUNE 28th
CASCADE THEATRE
1100 E. NORTH AVE.
WEST CHICAGO



Sunday, June 16th
Sussex Park, Sussex, WI

THE ELEVENTH ANNUAL
KASTNER CUP
 SEPTEMBER 6-8 2013
 WITH HONORED GUEST **KAS KASTNER!**
ROAD AMERICA
 ELKHART LAKE, WI

AN EPIC SCAVENGER HUNT
 2013 **MOSS** MOTORING CHALLENGE
2013

Details at ISOA meeting or www.MossMotoring.com/Challenge



Breakfast Run/Campout
June 15-6



Vintage and Classic Car Show
May 10-11
Indianapolis Motor Speedway

The Roadster Factory
County FAIR

TRF Summer Party 2013
August 1st, 2nd, 3rd
Theme is "County Fair"

VINTAGE TRANSPORT EXTRAVAGANZA
 ILLINOIS RAILWAY MUSEUM

Sunday, August 4th
Union, IL



ISOA Picnic
Sunday, July 21st



Dear Editor,
It appears as if I may have a bit more leisure time at my disposal, and I thought it might be a

less stressful passtime for me to get involved with classic British sports cars such as Triumphs. In looking at various web sites, I see by your club calendar that you offer many leisure activities, and I am considering joining your organization in an attempt to learn to become more "laid back." Any thoughts on my plan?



MR - New Jersey

Dear [Ex] Coach,

Based on your recent widely seen video, owning and operating an archaic British automobile that was never particularly well-known for reliability may not be in your best interest. It appears to us that your anger management issue may be exacerbated by some of the idiosyncrasies that those of us who have fallen victim to Triumph ownership endure on a routine basis. Since you appear to have a few anger management issues, it may be a bit more appropriate for you to take up something that is a tad less anxiety producing, such as volunteering to defuse IEDs in Baghdad or better yet - golf. However, if you have your heart set on getting involved in British car ownership, may we suggest you contact your nearest Jaguar club. Based on the proper UK pronunciation of this majestic marque [Jag You Are!], we suspect you'll fit right in. Be sure to get some string back gloves and have patches sewn on the elbows of your tweed jackets, and you'll be right at home.

Editurd!

We giving you fair warning to evacuate city of Chicago and surrounding area now!! People's Republic of North Korea has targeted your city for imminent attack, so you should get out now! We cannot be responsible for your safety if you do not withdraw from city immediately. Get in your Triumphs now and drive far away to safety place!
KJU



Dear Fearless Leader,

While we always appreciate a heads up prior to a nuclear attack, with all due respect, we're going to take a wait and see approach to your invitation to abandon the "City that Works." For one thing, a lot of us might have trouble getting too far away in our Triumphs, [Mike Johnson's TR3 comes to mind, and he's not the only one.] Besides, having spent all that quality time with former Chicago icon and international diplomat at large, Dennis Rodman, we find it difficult to think that you would want to blow up the statue of your hero - MJ. Lastly, we have it on good authority that you guys kidnapped a bunch of Lucas engineers at the end of the Korean War and forced them to design your nuclear arsenal. With that in mind, we'll take our chances that the odds are in our favor that your ICBMs may not be capable of the surgical precision generally associated with these weapons based on the general performance of their other devices. But thanks for thinking of us.

Ed

PS - The Worm says "Hi."



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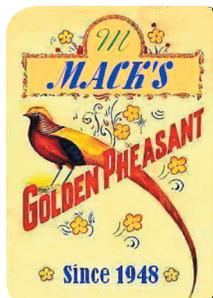
* Past President



APRIL 2013 MEETING NOTES

BY ISOA SECRETARY - BOB STREEPY

THE FOURTH MONTHLY MEETING OF 2013 for the Illinois Sports Owners Association got underway as club president Mark Hattennauer



gaveled things to order at 7:10 PM on Sunday, April 6, in the cellar of Mack's Golden pheasant. Since the day had been established [we're not quite sure by whom] as "National Caramel Corn Day," Mark

offered up a 50 gallon drum of this confection for the assembly of some 60 Coventry Irregulars to partake in. [It should be noticed noted that Mark is a practicing dentist, and there were some in the audience who suspected an ulterior motive to his altruism since he included a business card in each serving, nevertheless everyone seemed to enjoy the snack.]

Mark began the proceedings by inquiring as to any first nighters in attendance, and several people stepped forward, including Andy Leckart and Carol Kay of Mundelien who own a Spitfire, Pat Manning of Homer Glen who is looking for a TR 6, Marshall Pennigsdorf of Brookfield [Lori Ann Fisher's brother] who has a 1969 GT 6+, and Jim Noble of Westchester who has a 72 TR 6.

The next order of business dealt with recent club events and began with the carb clinic hosted by Bill and Kim Jensen. Several attendees commented that they were impressed with the expertise of the presenters, and all of the participants agreed that that the event was extremely informative and well worthwhile. Mike Johnson mentioned that he had arranged for a flash mob of roughly eight Coventry Irregulars to assist in putting the tub of his TR 3 back on the frame.

The featured event of the April meeting was a discussion led by Jack Billimack about the various special-purpose tools that the club has in its possession. The complete inventory is available online, and the overseer of all

of these items is Tim "Toolman" Buja. Specific inquiries about borrowing any of the club tools should be addressed to Tim. The most recent addition to the club tool inventory is a transmission mainshaft circlip removal tool that was custom fabricated by Jim Aldrich after the old tool eventually wore out at last winter's transmission clinic. Jim spoke briefly about the process by which he designed and built the tool. Steve Yott agreed that the new tool, which has a few improvements over the factory Churchill version, was an unqualified success and works flawlessly. In fact, at the break, Steve demonstrated just how well it works by removing a circlip from a main shaft.

The next item on the agenda was a discussion of project updates, and several members described how their various projects were progressing. Bob Hanson stated that he had driven his TR 7 for the first time with its new windshield and noted that having a wind screen in place made a marked improvement in driving comfort. Greg Fantozzi said that he had rebuilt the calipers on his TR 6, and in the process found that very few vendors are now providing the seals. This would be an apparent attempt on their part to sell entire calipers as opposed to allowing the owner to rebuild their own.. Joe Pawlik mentioned that he anticipates applying a coat of primer to his Stag soon and extended an invitation to anyone who might want to watch the process. Mark Fisher said that he had installed a custom fabricated Lexon windshield to his Lotus replicar.

Following the project update discussion, the conversation moved to upcoming events and Pat Morgan began by reminding everyone that the spring party formerly known as ChiliFest would take place at her place. She and Tom passed then around a sign-up sheet for the event. Joe Pawlak spoke but the upcoming distributor clinic, and he mentioned that in addition to plotting out the curves for those distributors that were brought in, he and Tim Buja would be installing a Crane unit at the clinic. Mark Fisher spoke about the upcoming tune-up clinic, which will take place at his shop in Woodstock. The plan will be for cars

to receive some "tweaking" along with any new ignition parts in a "first come first serve" basis. Mark also mentioned the upcoming Chump Races at Elkhart at which the unofficial ISOA racecar Rusty Galore, which has received some additional fine tuning over the winter, will compete. Doug Larson spoke about the upcoming spring tour along Route 66, which will follow roughly the same route as the 6/6/6 tour that he orchestrated several years ago. Those of us who participated in that one can only hope that this year's excursion goes as well. Jack Billimack spoke briefly about the Champagne British Car Show scheduled in Bloomington this June and also about the TRA National Convention also set for June. It appears as if there will be two caravans of Coventry Irregulars heading to Kentucky - a slow one, and a slower one. Lastly, Mike Blonder talked about the annual BlonderHill Fest set for his cabin in Michigan. This year the event will coincide with the Mad Dogs & Englishmen Car Show at the Gillmour Car Museum in nearby Hickory Corners Michigan in July.

Prior to the break, Mark asked if anyone was looking for or selling Triumph parts. Jack Billimack asked if anyone had a TR 4 shop manual for sale, and Kyle Kayson indicated he was looking for a black TR 6 top cover. Kim Casper said that he had a 3 ton press for sale, which Jim Aldrich immediately agreed to buy and Greg Fantozzi said he had a tan TR 6 top cover available. Following the break, the monthly raffle was held, and Jack Billimack held the winning ticket. There was one nomination for the Peter M. Roberts made by Steve Yott for Jim Aldrich fabricating the new club main shaft Circlip removal tool, which Jim won unanimously. There were no Boomer nominations for the month of April, which seemed particularly sad, given the reputation that the fourth month has for foolishness.

There being no new or unfinished business, Mark adjourned the meeting at 9 PM.

With all apologies for any unintentional errors or omissions, I remain your humble and obedient scribe.

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 BRAAAP does not inspect any cars as a prerequisite for inclusion here and does not assume any responsibility as to the accuracy of any ad text. As with any purchase, Caveat Emptor. To place an add, please e-mail Bob Streepy at: trstreep@sbcglobal.net or call 630/372-7565. *The editor reserves the right to adjust the length of an ad to accommodate the space available.*

•**For Sale:** Limited number of faithful reproduction TR4 warranty booklets. Selling at cost while they last. Bob Streepy trstreep@sbcglobal.net. 630/263-7565 03-13



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

- | | |
|-----------------------|----------------------|
| Jerry Kokosinski 5/02 | Jeff Janda 5/15 |
| Bill Jensen 5/03 | Mark Anderson 5/15 |
| Sheryl Stier 5/05 | Diane Mueller 5/18 |
| Kris Hall 5/05 | Jim Chodak 5/21 |
| Rob Paczkowski 5/07 | Debbie Larson 5/25 |
| Mary Lou Gleason 5/08 | Adrian Jaworski 5/25 |
| Vickie Korey 5/09 | Pete Ballard 5/29 |
| Joan Shedor 5/09 | |



New Members

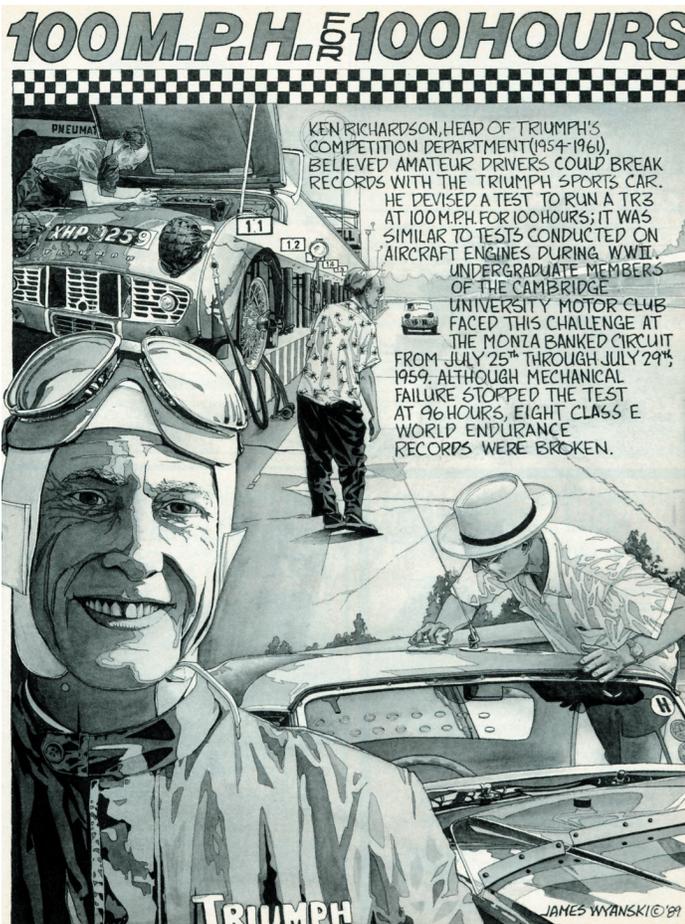
Andrew and Michelle Reider
425 Kedzie St Apt 3, Evanston, IL 60202-2363
847 905-0234 - EMail: andrew.reider@yahoo.com
60 TR3A

Russ Hangos
870 Symphony St., Lake Forest, IL 60045-4231
847 283-0387 - EMail: russ_hangos@comcast.net
76 TR6

Pat Manning
14363 Golden Oak Dr., Homer Glen, IL 60491-8125
708 301-3946 - EMail: patrickjmanning@comcast.net
looking for restored TR6

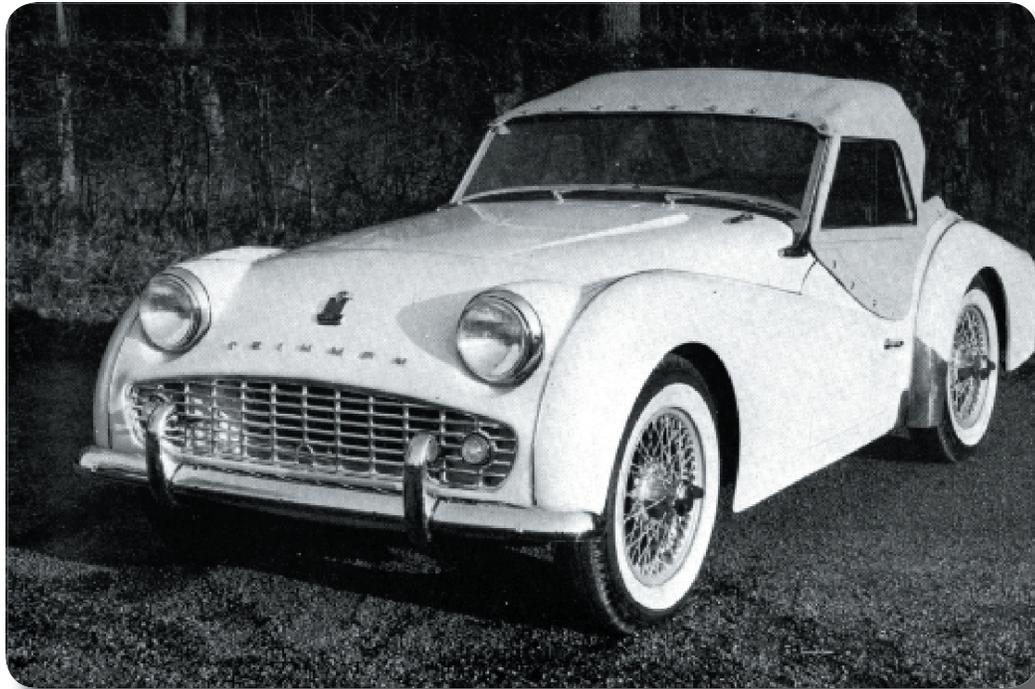
Membership Counts:

149 memberships - 204 members



*Snic Preview -Coming in the June NEWSLETTER
- Available only at sleazier newsstands*

- You Only Live Twice II- Restoring a UK TR6 PI*
 - Carb Clinic*
 - Chili & More...*
 - Rusty Galore at Elkhart*
- Lots More Stuff*



Mass?
Or masterful.

New Triumph TR-250

Big Mother.

Triumph TR-6

Sports Car Club of America drivers call it a champion.
(Typical American understatement.)

Triumph Spitfire

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

MAY 2013



KIM & JUDY CASPER'S SIX CYLINDER FRANKENSPIT