



SNIC BRAAAPP

JULY 2013

Vol. VII Issue No. 493

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

2013 SPRING TOUR TO STARVED ROCK

TEXT BY JACK BILLIMACK AS TOLD TO BOB STREEPY

GRAPHICS BY DENISE ALLGAIER, JACK BILLIMACK, PETER CONOVER, AND DENNY STOCK



THE FIRST "OFFICIAL" DRIVING EVENT OF 2013 took place on Saturday, May 18, under sunny skies and moderate temperatures. A consortium of 23 cars containing some three dozen Coventry Irregulars departed from the Route 66 Dragway in the picturesque "Prison City," under the stewardship of Doug "Wires" Larson. As is always the case whenever



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INSIDE YOUR JULY SNIC BRAAAPP

- Champagne British Car Show
- TRA
- Chump Races at Road America
- Wisconsin British Car Field Day
- Blackhawk Classic Races

Lots More Stuff



TRA NATIONAL CONVENTION

TEXT BY BOB STREEPY

GRAPHICS BY JACK BILLIMACK, DOUG LARSON, AND BOB STREEPY



SOME 70 REGISTRANTS ATTENDED THE Triumph Register of America's national convention at the Kenlake resort near Aurora, Kentucky, on June 12 through the 15th. The event, which is open to all makes and models of Triumphs but is primarily intended for sidescreen TRs, attracted participants from throughout North America. Among those in attendance were some 20 Coventry Irregulars, who arrived in two separate caravans from Chicagoland. The advance team consisted of Jay Holeamp, Steve Yott [TR4A], Roman Hrynewycz [TR6], and your humble and obedient scribe [TR4] departed the Western burbs just after seven on Wednesday, June 12. Unfortunately, Jay's TR4 inexplicably was reluctant to fire on more than two cylinders that morning, despite running fine the day before. It was quickly decided that Jay would drive his Jeep Cherokee, thus providing the scout team with a most excellent support vehicle. Steve, Jay, and I met Roman in Monee for breakfast and proceeded down I-57 where we met Frank Cartright [TR7] in Effingham. From there, we continued on the interstate to I-24 and proceeded southeast into Kentucky without any major incidents. We arrived at the host hotel around 3:30 PM, having covered some 435 miles in about seven and a half hours. Joe Byers had already arrived in his Mazda,

The other caravan ISOA of Triumphs consisted of Jack and Barb Billimack [TR4A], Doug and Debbie Larson [TR6], Joe and Roseanne Felix [TR4A], Bill and Kim Jensen [Spitfire], and Ronnie Moon [TR6]. This group took a more indirect route, stopping along the way in Metropolis to pose for photos in front of the famous Super-



man statue there. The caravan also had an unplanned stop when the Billimack TR4A suffered a flat tire, thus delaying their arrival at the resort until about 7 PM.

In addition to a very scenic lodge on Kentucky Lake, the resort also had numerous standalone cabins. Jay, Steve, Roman and I opted for such lodging, and we were glad we did. The cabin was clean, nicely appointed, and most importantly, air-conditioned since the temperature upon arrival was in the upper 90s.

We checked in at the convention registration center and received our registration packets which included, among other things, a very detailed program book that had maps of the area, a schedule of events, a welcome letter from Jeff and Libby Slaton [the convention organizers], and instructions for several self-guided driving tours throughout the area known locally as "The Land between the Lakes." There was also a list of nearby restaurants, as well as some

information about attractions nearby. After getting our bearings and unpacking, we enjoyed a buffet dinner at the host hotel and adjourned to our cabin to watch game one of the Stanley Cup finals, which lasted until nearly midnight due to the three overtime periods.

On Thursday morning, our group decided to pass on the National Quilt Museum tour, and most of us spent time cleaning off some of the road grime from the previous day's drive. In the afternoon, we opted to visit the nearby Silver Trail Distillery on Jeff's recommendation. The location was just a few miles from the host hotel, and the proprietor's products were available for purchase at a nearby package store, even though the still itself is located in a dry county.

There were also some interesting vehicles on the grounds, including an old pickup truck that allegedly was used



by the owner's father to out-run the revenuers back in the moon shining era.



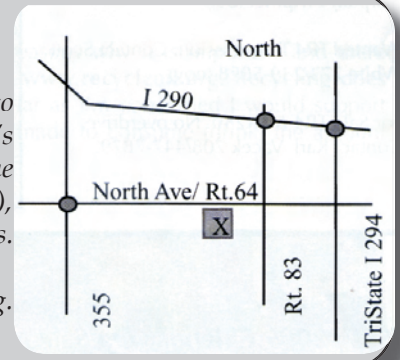
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ILLINOIS SPORTS OWNERS ASSOCIATION

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

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



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
July	7	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	13	Sat.		BlonderHillFest & Wine Tasting - Harbert, MI
	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
	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.	1	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
	6	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	11-13	Fr.-Sun.		Fall Driving Tour by Kim/Judy Casper
	13	Sun.		Toys For Tots Run
	19-20	Sa.-Sun.		LeMons at Autobahn
Nov.	3	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.	8:00 AM	Clinic

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

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



A LITTLE BS FROM BS

NEWS AND VIEWS FROM THE BUSTED KNUCKLE GARAGE

BY SNIC BRAAAP EDITOR BOB STREEPY

IN MY ADVANCED DOTAGE, THE LITANY OF things that scorch my skivvies continues to expand at an exponential rate. Time and space will not allow for any sort of all-inclusive enumeration of such items; however, as a car guy, the complete lack of concern that many vehicle owners exhibit for brand loyalty is yet one more topic that I find completely inexcusable. At the risk of sounding trite, I am compelled to use the dreaded idiom “in my day,” car owners were generally unswerving in their dedication to a singular manufacturer. The vast majority of vehicle owners were firmly entrenched in one of three hostile camps; blue oval, bow tie, or Mopar, and never the twain [thrain?] shall meet. Certainly, there were a few unconventional types who might drive a Nash, a Hudson, or a Studebaker, but the vast majority of the good yeoman types on the Northwest side of Rockford back in the 50s drove GM, Ford, or Chrysler products. The very idea of someone mixing marques in their garage was every bit as abhorrent to any passionate car owner as the mixing of the races was to a card-carrying clan member in 1955 Mississippi. [Granted, in my neighborhood, two car families were still somewhat rare, but even among one car families, a GM car followed a GM car followed a GM car ad infinitum]

My father was a fervent disciple of Henry Ford, and, as such, I was baptized in 30 weight non-detergent and

swaddled in a fender blanket bearing the script that I was told stood for “Fix or repair daily.” It was expected without question that I carry on the family tradition, and any dalliance with non-Ford products would inevitably banish me to the everlasting lake of fire and brimstone. My boyhood buddy Crosby’s father would never consider any

vehicle not sporting a pentastar, while Gustaphson’s father believed that unless the car had a Body by Fisher, it simply wasn’t worth driving. (We won’t even go into detail about Tarquinini whose dad who drove a [gasp!] Kaiser).

The great raconteur, Jean Shepherd, describes on more than one occasion how his old man as an Oldsmobile guy, and as such, he felt nothing but disdain for anyone who drove anything else. Such was the passion that many car owners had in the proverbial good old days. Brand loyalty was simply a given, like not eating meat on Friday or rooting for the Cubs. It was in your DNA. My father’s passion for Fords was so ingrained that he once quit a job because his employers expected him to drive a Chevrolet Biscayne station wagon as a company car, and I’m sure he considered his decision every bit as rational as that of a radicalized fundamentalist who intentionally goes to glory in a cloud of smoke.

It’s been said that it’s advisable to avoid religion and politics in polite conversation, but a generation or two ago the same was true of any discussion of automotive affiliation. “Heated” debates among my boyhood friends and me over the relative merits of Ford versus Chevy were known to

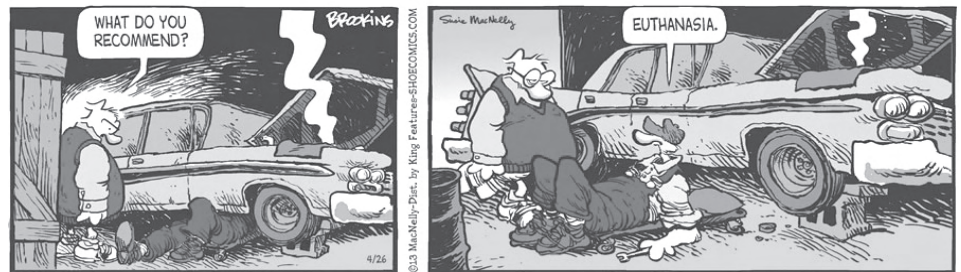
result in fat lips and black eyes on more than one occasion. I doubt seriously if schoolyard brawls break out today over the pros and cons of Android versus Apple to the same extent.

A quick nonscientific survey of the vehicles around Kent Circle would seem to indicate that any kind of allegiance to a particular car maker is a thing of the past. A few doors down from Snic Braaapp Towers, a driveway is festooned with an Infinity QX, a Hyundai Elantra, and the GMC Van. Across the street there’s a Mustang, an Acura TL, and a Blazer. Adjacent to that, there’s an Audi A3, an Altima, and a Dodge Neon. Such mismatched amalgams would have been unthinkable, perhaps even blasphemous, a generation or so ago, but these are the times in which we live.

Perhaps this is why among the Coventry Irregulars, quite a few of whom own multiple Triumphs, there is such a reassuring feeling of camaraderie. We need to look no further than the Stagmeister (two Stags, a Spitfire, not to mention his daughters’ TR7 and Spitfire), Spuds (Herald, TR4A, TR6), Joe Felix (TR4A, Spitfire, TR6) not to mention Triumph hoarders like the Factor or Erikson, whose Triumph inventories exceed the boundaries of rational thought, are but a few examples of ISOAers who demonstrate the concept of passionate commitment to their vehicle of choice.

While it’s true that you can’t go home again, and at least for now, and time travel has not developed to the point where we can reset the sands of the hourglass, it is reassuring to know that at least some people have not lapsed in their commitment to their vehicle of choice. Fortunately, speaking for myself, the same cannot be said for my commitment to the lads of Clark and Addison or fish sticks every Friday.

Suds





ON THE MARQUE

BY ISOA PRESIDENT

MARK "PAINLESS" HATTENHAUER



WITH TRA, BLACKHAWK Farms, Sussex, and the drive in movie night behind us, summer is well on its way. July brings thoughts of: fire-

works, Independence Day, baseball, hotdogs, picnics, barbeques and top down cruising. July is National Blueberry Month. As a dentist, it is my duty to inform you, these can and will stain the hell out your teeth. Better make that cleaning appointment soon. As National Anti-boredom Month, perhaps I should have taken the month off with this column. It is also Unlucky Month for Weddings (uh-oh...my anniversary is the July 13th, most likely the unluckiest day to get married)...this can't be good for business. On a higher note, July is National Hot Dog and Ice Cream Month. Without further adieu, let's get down to it.

- July 1st - *Canada Day*, *Build a Scarecrow Day*, and *International Joke Day* (no kidding). Most importantly this is *Creative Ice Cream Flavors Day*.
- 2nd - *World UFO Day* and *I Forgot Day* (I feel like I'm forgetting something).
- 3rd - *Stay out of the Sun Day* and *Disobedience Day* (is there amnesty for behavior on this one?). Really with the all the rain the past few months...I'd ignore this one and go to the beach.
- 4th - *Independence Day!* *Sidewalk Egg Frying Day* (make sure you're not out of eggs). *National Country Music Day* and *Hillbilly Day*. A hillbilly is not the same as a redneck or a cracker. But a hillbilly could be a redneck and a cracker (chew on that).
- 5th - *Work-a-holics Day*. If you're working today, your job sucks (sounds a little harsh)
- 6th - *National Fried Chicken Day* and *Take your Webmaster to Lunch Day*. I know what Toolman is having for lunch today.
- 7th - *National Strawberry Sundae and Chocolate Day!* Sounds like a combo meal to me. Eat dessert first...life is uncertain.
- 8th - *Don't Put All Your Eggs in One Omelet Day*. Save at least one for McDonald's Egg McMuffin Day (if it's not a holiday, I'm sure it will be soon.)
- 9th - *National Sugar Cookie Day* and *Barn Day* (who makes

- these holidays? Banned if I know.)
- 10th - *Teddy Bear Picnic Day* and *Don't Step on a Bee Day*. Well, duh!
 - 11th - *Cheer Up the Lonely Day* and *World Population Day*. Wait there's more...*All American Pet Photo Day*, *Convenience Store Day* (oh thank heaven) and *International Town Criers Day*. Today the lonely people of the world whine about the world population (I suggest you get a dog) and Monty Python (see town crier) says bring out yer dead.
 - 12th - *Eat Your Jell-O Day* (Bill Cosby's birthday), *Paper Bag Day* (production machine patent issued ...Cub's fan began wearing them 100 years since they won the World series). This is also *Pecan Pie Day* and *Different Colored Eyes Day*. Anyone in ISOA have two different colored eyes (contacts don't count)?
 - 13th - *Embrace Your Geekiness Day*, *Fool's Paradise Day*, *International Puzzle Day* and *National French Fry Day*. Pick the one you want to celebrate (I'm going with the fries). Don't forget *Blonderfest* in all this celebrating today.
 - 14th - *Bastille Day*...*Viva la France* (being German I'll pass on this one). *Pick Blueberries Day*, *Pandemonium Day*, *Tape Measure Day* and *National Nude Day* (this also *Nude Recreation Week*). Be careful want you use your tape measure on today. I'm not saying...I'm just saying could be *Trouble with a capital T*.
 - 15th - *Tapioca Pudding Day* and *Cow Appreciation Day* (give a cow a hug - leave the bull alone). Also *Woodie Wagon Day*, *Gummi Worm Day* and *Be a Dork Day* (if you are, then everyday is *Dork Day*). No further comment necessary here.
 - 16th - *National Hot Dog Day* (might mine a chili dog) and *International Juggling Day* (how many hotdogs can you juggle?).
 - 17th - *Peach Ice Cream Day* (ice cream = good), *Yellow Pig Day* (put some lipstick on that), *Get Out of the Dog House Day* (who let the dog's out...WHO). Most importantly, this is *Wrong Way Day* (Is it wrong?) Who knew *Wrongway Swanson* had his own holiday?
 - 18th - *National Caviar Day* (there's something fishy here).
 - 19th - *National Daiquiri Day* (watch out for brain freeze). Celebrate *National Stick Your tongue Out Day*; however, be careful not to bite it, because that REALLY hurts!
 - 20th is *Moon Day* and commemorates the day man (Neil Armstrong...Boiler

- Up!) first stepped on the moon in 1969. The Eagle has landed. *Ugly Truck Day*, *National Lollipop Day* and *Nap Day* are also celebrated today (I think I need a nap).
- 21st - *National Ice Cream* (I scream, you scream, we all scream for ice cream) and *National Junk Food Day*. I suggest you don't count calories today.
 - 22nd - *Ratcatcher's Day* commemorates the *Pied Piper of Hamelin* the most infamous ratcatcher. Today is *Hammock Day*, if you missed your nap on *Nap Day*, here's your chance to catch up.
 - 23rd - *Hot Dog Day* (is there a *National Chili Dog Day*?...just asking) and *Vanilla Ice Cream Day* (the ice cream cone was invented in 1904) and *Mosquito Day* (this year should be a bumper crop, if you haven't given blood, this might be a good day for it).
 - 24th - *Amelia Earhart Day* (again Boiler Up!)...still looking, never found.
 - 25th - *Culinarians Day*. Let's give a shout out to *Elwood and Snake's boys*...now you're cookin! This is also *Thread the Needle Day* (leave those carb needles alone, it's most likely an ignition problem).
 - 26th - *All or Nothing Day* (I've opted for ALL the holidays this month). Sing it Frankie.
 - 27th - *Take Your Pants For a Walk Day*, *Walk on Stilts Day* (preferably with your pants...why make two trips), and *National Sleepy Head Day* (if you missed *Nap Day* and *Hammock Day*, This is your last chance).
 - 28th - *National Hamburger Day* and *National Milk Chocolate Day*. Sounds like a burger and chocolate shake kind of day to me.
 - 29th - *National Lipstick Day* (embrace you feminine side...FYI they don't make yellow lipstick...go figure) and *Rain Day* in *Waynesburg, Pa*. It's rained there 113 times out of the last 138 years (*Rain Man* has the key to the city here).
 - 30th is *Cheesecake Day* (big day at the *Cheese Cake Factory* - make reservations early).
 - 31st is *I'm Taking the Day Off from July Holidays Day* (I just made that one up.)

Well, that should be enough to keep all of ISOA busy this month. Turn up the heat, put the top down, turn the radio up loud and let's roll TRiumphantly this month.

Painless

Your fearless leader (in this puppet regime) and man of the people-



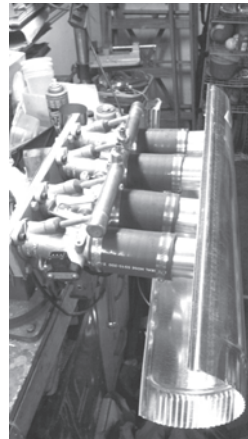
TEXT AND GRAPHICS BY
DAVE "SNAKE" SHEDOR

FOLLOWING THE UNFORTUNATE INCIDENT involving the knucklehead "driving?" a BMW at Elkhart last fall, Rusty Galore had a busy winter. In fact, I should say Team James Bondo had a busy winter, and Rusty just played along. Seriously, the race team had two major objectives to achieve before the commencement of the 2013 race season:

Our first goal was to the damage done in the collision with the BMW at last October's Road America race. In order to complete the emergency "Kentucky alignment" we resorted to last fall, I mooched Mike Mueller's hydraulic Porta Power and used some 3D geometry to get the nose "close enough" to straight. The Team was a little un-nerved as the metal stretched and snapped and popped, but the front end is straight, and the hood fits better.

Our other objective was to replace the restrictive pick-up truck intake manifold with an induction system consisting of four individual Triumph motorcycle throttle bodies. Silo made an adaptor plate to go between the throttle bodies and the head. I took the whole assembly home to fiddle with the linkage. We had to somehow convert 3-cylinder motorcycle linkage to 4 cylinders with different spacing. I welded in a tiny extension to the throttle lever bracket to make it longer and reach the other throttle body. Since there are individual runners, there is no common intake "manifold" from which to draw power brake vacuum boost. Consequently, I made a vacuum "manifold" out of sweated copper plumbing to get vacuum. [It looked really "Lemony."] Silo had already plugged the motorcycle injector holes (Rusty's injector holders are right in the head itself). Everything actually bolted up quite nicely, but the cable from the throttle pedal was a pain. First, we welded up a positive stop for the throttle pedal, since last year we kept

bending the wimpy factory stop, resulting in at least two broken throttle cables. We then had to make a custom length throttle cable. We needed a barrel on the "engine end" and a ball on the "pedal end." The question was, "How the hell are we gonna do that, since this is not exactly a "parts bin" item? The solution was achieved with the welder (when the only tool you have is a hammer, everything looks like a nail.). I clamped



the assembled cable vertically pointing down and then used the wire-feed welder pointing straight up to make a steel sphere on the end of the cable instead of the lead/zinc ball. We were all surprised at how well it worked!

A perfect little sphere out of steel instead of the lead/zinc. It held together through 14 hours of racing!

Gerhard came out a couple times to help tune the EFI SW. That usually reveals any faults in the overall system, and it did. We had to balance each individual throttle. With the EFI sensors so sensitive and the adjustments so precise, another problem arose: Our "Lemony" vacuum manifold, [also the source of the MAP sensor,] had too small of a volume to damp out the vacuum fluctuation with each intake valve opening. After a quick rearrangement of fittings, hoses, etc., we were in business. We also put in a vacuum accumulator, and things got even better. It is surprising how the free flowing intake improves the throttle response, top end power, and the exhaust note. Now, it sounds like a 1970 Triumph road racer [although the broken muffler inlet may have something to do with that.]

It was really quite nice to be in the improvement mode and not the "WTF mode," as we headed off to Elkhart to compete in our first race of the new season - the April 20-21 Chump Car race at Road America

On Thursday, April 18th, we loaded Rusty onto the trailer and packed

up our racing accoutrements for the race. We also followed the dreadful weekend weather predictions with atypical attentiveness. The worst weather of the weekend was forecast for Friday, so if it turned out really bad, we were comforted in knowing that we were not racing that day (think foreshadowing). I headed to Woodstock where Pete, Mark, Kurt, and I packed the Exploder and the van, and we headed off. Black Flag (aka Karsten) would meet us in Elkhart that night. Lorrie-Ann drove separately and brought enough food for an army. The wind, snow, trailer, etc. made the drive a bit too "white knucklely" for my taste, but we took it easy and got there just fine. The Check-In went well, although tech inspection was a little dicey. Nevertheless, we made it through with only a request to include complete internet want ad print-outs at the next Chump-Car race. We unanimously agreed that we were glad we had sprung for the on-track garage space! Mark arranged the rental so we could keep Rusty indoors and not have to erect our giant canopy / kite. The house we stayed at was an acid flashback; three separate thermostats with incomprehensible heating directions. But the beer was cold, and it was time to chill. Silo had a brilliant idea of dining at the Brown Baer. The food was great, but the bartender didn't know how to make a Wisconsin Manhattan, so I got a Blue Moon instead, and she read me the riot act! That was enough, and we headed back to the house to wait for everyone else.



On Race Day, we awakened to a sunny but unseasonably cold [25] day. There were still piles of snow "up der." Lorrie-Ann agreed to my brilliant idea of taking the first stint behind the wheel because she had the most cold-weather racing experience. To stay warm, I wore two long-sleeved tee shirts, a driving suit, coveralls, a lined canvas field



jacket, a Russian-style hat, my balaclava, and my snow-blowing gloves. I was relatively warm in the pit, but I felt like Ralphie's brother Randy from "A Christmas Story," ["I can't move my arms!"] The race started well. LA lived up to her reputation and kept Rusty on the track, although she reported fuel starvation in right hand turns as we burned up fuel. Then, it was my turn. The car was having a fuel starvation issue after about 1:15 minutes when we were trying to do 1:30 stints. We were forced to shorter shifts to keep from getting rear ended. The driver order ended up being more or less by height, shortest to tallest. It is easier to keep moving the seat further back, one driver at a time than going back and forth at each driver change. My Saturday ride was thrilling, either the car was coming to me, or I was coming to the car. I had great (for me) lap times. My pit work was less so. After my driving stint, I kinked the refueling jug hose, then I accidentally triggered the fire extinguisher for a split second, then I spilled gas as we transferred to race bottles; all in all, a bad 15 minutes. Oh well!

Kurt was next with a quiet turn. Those are either boring or the best kind. Next, Karsten drove another quiet stretch. Silo followed and took the checkers after the car totaled 104 laps (416 miles) around the track in 7 hours. We came in a most respectable 26th out of 72 entries. It was almost time to chill. We gave the car a quick once over and decided to change the front pads. Silo also leaned out the mixture 6 to 8% based on the air/fuel ratios we were observing at full throttle. Those were the only things that had to be done. Other teams were swapping entire drivetrains. The BMW next to us was cutting front body panels off until they gave up.

After freshening up at our "home away from home," we went to the same Brown Baer restaurant-all 11 of us. The timing turned out pretty good for us as another party was just leaving the only table big enough for all of us, and we sat down for some great food. In the meantime, the Saturday night Elkhart Lake crowd started coming in. Several nicely dressed 20ish women filed in together, the last one in a bridal veil. Before long, there were some somewhat bleary-eyed partiers.

We were too exhausted to stick around and observe, but I am sure it would have been great people watching. As we filed out, the Batchelorette party took over our table, and we realized that the brass pole in the middle was too firmly anchored to be just a decoration. We joked with the party asking what time the guest of honor would be using the pole. After a few chuckles, one of them told Silo to take a turn on the pole, to which he replied something about the altitude and ceiling rafters. We headed home and promptly hit the sack



On Race Day Part deux, we started out dry, but there was a 40% chance of light snow in the afternoon-that's right - snow! Once again LA started out. I worried somewhat about a squealing tensioner pulley, but it lasted through the rest of the day. [We will need to replace it.] The leaning of the fuel mixture gave us several more minutes of fuel, and we know we can still lean it out even further, which hopefully will get us right to the 1:30 shift length. After LA came in at the end of her turn behind the wheel, I jumped in and could really feel how tires and brakes cool off during our 11 minute driver change and refueling pitstop when it is 30°F!

I had one "sphincter pucker" moment when I locked a tire going into Turn 1 and went through the grass on the inside of the turn. The car felt OK through the seat of my pants, and I kept going! During Kurt's turn, we heard over the radio that the corner workers were seeing oil smoke from 007, so he came in, and the pressure sending unit fitting was leaking again. Perhaps the most memorable few minutes of the event occurred as Silo was barking out motivational suggestions about what supplies, gear and consumables should or shouldn't be in the pit with us...and in the process earning a new nickname that is not appropriate in this family focused publication!

We plugged the oil pressure sending unit, filled 'er up with oil, and off Karsten went. Lucky for him, the snow returned. Again it was snowing sideways, felt like 30 miles an hour, just like Friday. As the storm blew over, it froze the track with spotty black ice. They stopped the race for 25 minutes so the storm could pass. Since the cars went into "parc fume," during the red flag, we went out to keep Karsten company. Eventually, the race restarted under pace car yellow for 5 laps. Then, they pulled in the pace car and ran the cars around for another 5 laps. By then, the track was close to dry, and people could race. We were listening to the corner worker frequency and could hear what was going on. We heard some car was smoking and our ears perked up, was it Rusty? Turned out car 999 was smoking, really smoking. From there, it got worse and worse.

After another driver swap, Silo went back out for the rest of the race. It was still cold, maybe it got to 38°F. Rusty and Silo got into a little trouble, nothing to get excited about (watch the video), but he brought it home in one piece. In the 2nd race, we came in 23rd out of 52. The last few laps of the race were highlighted by car 999 coming into the pit, getting more oil, and going back out to take the checkers. It smoked so much you couldn't see the track from mid pit, but it made it to the finish, and people were cheering him on! Next comes the anticlimactic part of race weekend- the clean up, pack up, get out of the layers of clothes and head back home. Another race weekend we will never forget!



Thanks to everybody for their help and moral support!

Snake

RECENT EVENTS OF IN "TR" EST



TRA - continued from page 2

From the still, we headed over to Murray, Kentucky, where we had lunch at one of the many restaurants listed program book and picked up a few supplies at a drugstore before making our way back to the resort. We then headed over to another state park, which at one time in the early 50s was established exclusively for the "Negro" population of Kentucky. There, we enjoyed a great buffet meal followed by the TRA annual membership meeting. Unlike some previous meetings which tended to be a tad contentious, this one proceeded without any noticeable antagonism. Following the meeting, we headed back to our cabin and turned in early, since I for one and stayed up later than usual the previous night,

On Friday, June 14, most of the registrants were up early to attend to any last-minute detailing before the car show. The show was divided into two categories, the Concours d'Elegance and the participant's choice. The concours cars were then subdivided into the premier class which consisted of former "Best of Show" winners and the traditional concours cars, which are judged on originality and quality of restoration by judges who ostensibly have been schooled in the categories of "under hood," "interior," "chassis," and "body fit and finish" categories.

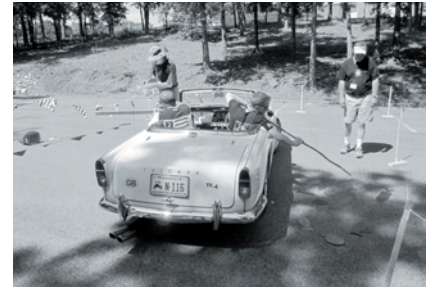


It was during the car show that we were pleasantly surprised when Bill and Sheri Pyle arrived on their motorcycles to visit. In addition to Bill and Sheri, former member Bob "Thundrcheese" Kamholtz, who now lives in Kentucky, made the trip over to connect with many of us old-timers and reminisce about the good old days back at the Roundup. We were also happy to see Tony Salem and his companion, Wanda, make the trip down from Mokena for the day to look over the show field.



The weather was spectacular, and the site of the car show was absolutely beautiful, situated on a point that extended out into Kentucky Lake and made for an absolutely gorgeous view. Following the car show, the ISOA cars gathered for a group photo. From there, people headed off on their own to visit some of the local attractions. Bill and Kim headed to Fort Donaldson, the site of Ulysses S Grant's first major victory during the War Between the States. Roman took a drive along the southern section of the Land Between the Lakes which featured a 16 mile stretch of 112 curves which, in spots, was extremely reminiscent of the Tail of the Dragon. Your humble and obedient scribe volunteered to serve as the starter at the funkhana, which was held at the resort. The funkhana required a driver and navigator to collect a carton of mason jars, proceed to a fishing hole, where the navigator was expected to

catch three fish while the driver fired a Kentucky Long rifle [with rubber bands as projectiles] into a bucket. Then, they maneuvered around a few stanchions in reverse, before returning the "moonshine" to its proper location. Each entrant got three runs, and surprisingly, the FTD was turned in by a team driving a right-hand drive TR4.



Following the afternoon activities, we ate at the host hotel and then spent some time examining the 175 or so items to be auctioned off at 7 PM. The TRA auction offered free beer and wine, possibly as an incentive to stimulate "uninhibited" bidding. Even though the county is dry, there are apparently no ordinances preventing giving away beverages that contain alcohol. The two auctioneers kept things moving and also entertained the assembly with alternative uses for many of the items up for bid. It appeared as if ISOA's Joe Byers was the high bidder on more items than anyone else, and he went home with quite a bit



of newly acquired Triumph ephemera. Certainly, the auction was one of the most entertaining events of the entire convention.

On Saturday, June 15, there was an early morning breakfast run to the Barkley Lodge Resort located roughly 10 miles east of the Kenlake Resort. The weather was great, and the drive was very enjoyable. Like the Kenlake, the Barkley Lodge was also very picturesque. In addition, the restaurant offered up a tasty breakfast buffet at a reasonable price, and it certainly seemed as if all the participants enjoyed their drive as well as their meal.

After breakfast Steve, Jay, Roman and I drove to Murray, Ken-



RECENT EVENTS OF IN "TR" EST

tucky, so that Roman could perform some minor repairs on his exhaust in Jeff Slaton's shop. Jeff has a 40 x 60 building where he keeps his collection of British automobiles, which includes a TR6, a TR3, a Bug Eye Sprite, an Austin Healey 3000, an MGA, and possibly some other cars that I've forgotten. There were also enough spare parts to assemble several additional cars. After Roman completed



his exhaust repairs, we headed back to the "Land between the Lakes" and drove a route of the featuring some very challenging twists and turns. The entire drive covered nearly 60 miles



and was the perfect type of terrain for a Triumph. We stopped briefly for a photo op in front of a 19th century iron foundry which only functioned for a few years in the 1850s and to the untrained eye resembles some sort of Mayan ruins. There were several other optional activities available that afternoon, but we decided to head back to the cabin



and kick back for an hour or two before banquet.

The banquet was held at the host hotel, and the dining room overlooked the lake providing a very lovely setting. The staff served an excellent meal and following the dinner, the awards were presented in a number of categories, including longest distance given to a



participant from Canada who drove over a thousand miles. There were also prizes given for answering some trivia questions. The winners who finished first second and third in the observation



rally were also recognized, as well as the top three finishers in the funkhana. A special award was presented to Steve Yott by Jeff Slaton for his service to Triumph owners as a technical advisor.

In the People's choice category Steve Yott received an award for his TR4A as did Doug Larson for his TR6. In the concours, your humble and obedient scribe received a gold certificate for his TR4. The Best in Show went to a freshly restored TR4 out of Pennsylvania which

was extremely well done.

After the banquet, we headed back to catch the remainder of the Hawks Bruins Stanley Cup game two, which sadly wound up with the Bruins scoring a goal in overtime to tie the series.

The following morning we were up early and on the road by six. Things were going just fine until we get some extremely heavy storms around Mt. Vernon. Eventually we managed to get far enough north to leave the rain behind us, but not before I managed to lose a wiper blade. The Prison City Brit caravan took a ferry on their return trip and drove along some secondary roads before returning home.



I'm sure I speak on behalf of all of the ISOA members who attended the convention in expressing not only our gratitude to Jeff and Libby for organizing and hosting such a fine event, but also in our total admiration for doing such a fine job with so few people. The event was well planned and organized, the venue was especially scenic, and all of the activities were thoughtfully and carefully set up. It was certainly an extremely agreeable way to spend a few days in the company of beautiful cars



and good folks. At least from my perspective, it was the best TRA convention that I've ever attended.

Suds



ISOA TRIUMPHS AT CHAMPAGNE

TEXT BY PETER CONOVER

GRAPHICS BY THE AUTHOR, KIM
JENSEN, AND JACK BILLIMACK

TRIUMPH WAS THE FEATURED MARQUE at this year's Champagne British Car Festival, held since 2010 in Bloomington at the stately David Davis Mansion. Even in other years, Triumphs in general, and ISOA cars in particular, tend to always be well represented at the perennially favored show, which has traditionally kicked off the summer car show season.



Once again some ISOA members chose to take part in the other events that occurred throughout the weekend prior to the actual Sunday show, although Joe Kaplon, who has attended the show faithfully for 15 years usually along with his daughter Emmy, was unable to

attend this year. After driving from the Chicago area, things generally get started off Friday evening when the bar at the Hawthorn Suites is transformed into an English Pub with a traditional brew.

The next day a cruise departs the hotel at 11:00am. This year the drive went north along historic Route 66 up to Pontiac. Coincidentally, just 2 weeks



prior, many ISOA members had participated in this season's first breakfast run, led by Doug Larsen, south along Route 66 from Joliet to Pontiac. Once again, we were met upon arrival by enthusiastic representatives of the town who plied us with literature and Rt. 66 pins. Unlike the ISOA trip, Mayor Bob was not in evidence, although dark clouds were. Jim Causey, my Aston Martin club friend who lives outside of Urbana, and I had chosen to ride together in his DB 4, which - to put it delicately - isn't in a condition to be too concerned with when rain threatens. More likely the Koltons, in John's pristine Stag, were a bit more anxious.

In spite of favorable forecasts, the skies continued to look ominous on the day of the show. Luckily, in spite of the damp conditions, the grass lawn didn't give way to mud very much. But

when the "traditional English mist" finally gave way to an all out drizzle, the organizers moved up the schedule and sped through the awards ceremony. As the featured marque, Triumphs were represented in a greater number than usual, but once again, many ISOA members won class awards. Among those taking home CBCF wine glasses were: Thanos Kourliouros for his TR3A, Joe and Rosanne Felix for their TR4A; Jack Billimack for his TR-4A (making it's post restoration debut); Doug and Debbie Larson, and Tom Berger, as well as Jack's son, Mick Billimack, for their



TR6s; Frank Cartwright for his TR7; Kim Jensen for her Spitfire; and Joe Pawlak, John Kolton, and David Zink for their Stags. .

Not surprisingly, the rain seemed to have stopped at just about the same time as the conclusion of the awards ceremony, but those of us who then drove back up to the Chicago area, whether to the monthly meeting in Elmhurst, or to our respective homes, encountered frequent, but fortunately light, rain throughout the trip.



Maestro



EFFECTIVE JULY 1ST, ViDATA PRINT, THE PRINTING BUSINESS owned and operated by Joe Pawlak will cease operations. Joe and his staff have been instrumental in providing exceptional service to SNIC BRAAAPP since your humble and obedient scribe assumed the position of editor in 2004. Any accolades that our birdcage liner has earned can in large part be attributed to ViData. My best deepest and sincerest thanks to Joe, and Laura Holcomb for all of their invaluable help over the last ten years in helping get the newsletter out on time. We extend our best wishes to them both in their future endeavors.

The following text outlines the changeover to the new business. Hopefully, the transition will be seamless, and our legion of readers will not be affected by the switch.

sTReepy

PS -The political views expressed do not necessarily reflect the opinions of the SNIC BRAAAPP editorial board

R.I.P. Vi Data By Joe Pawlak

SINCE 1998, THE NEWSLETTER HAS BEEN published by Joe Pawlak and VI DataPrint. As of June 24th, print operations will cease with the company being sold. No worries, the new company will continue to print and send the latest in ISOA Triumph news to your mailboxes each month. According to the owner, the decision was difficult but was the correct course of action. As Joe explained, "Even the best run small businesses cannot escape the current hostile economic climate of ever increasing taxation, insurance, fees and socialist entitlement requirements." VI DataPrint will be transferring all

physical assets, employees and clients to Integrated Graphics of Batavia. There is near zero impact on the customer base other than a new phone number, email address and where the invoices come from. He further exclaimed, "I truly appreciate all the support and business ISOA has given VI DataPrint over the years. This is a bittersweet time, but as they say, one door closes and another opens."

Joe has accepted a position as an Applications Software Architect at a Washington, DC "think tank." He will be designing and developing applications in both print and digital formats that visually represent complex statistical analysis for the education industry.



ISOA TECHNICAL EXSPURTS

- TR2 Al "Chromedome" Christopher
773/233-2526
- TR3/4 Pat "PowerBuldge" Lobdell
219/942-1263
- TR4A/
250/5A Steve "Godfather" Yott
262/997-0701
- TR6 Jeff "Stalker" Rust
(Early) 815/874-5623
- TR6 Irv "Elwood" Korey
(Late) 847/831 2809
- TR7 Phil "Factor" Fox
630/662-7721
- TR8 Tim "Tool Man" Buja
815/332-3119
- Spitfire - Joe "Stagmeister" Pawlak
[Early] 847/683-9683
- Spitfire - Rick Paulson
[Late] 847/669-1030
- GT6 Dave "Snake" Shedor
847 566 0478.
- Stag Joe "Stagmeister" Pawlak
847/683-9683
- Herald Jack "Spuds" Billimack
815/459-4721
- Machinist Bob "Opera Man" Crowley
630/319-7343
- Electrical, Joe "Stagmeister" Pawlak
Paint, Body, 847/683-9683
- IL. Dept. Revenue Mike "Scooter" Johnson
Ombudsman scooter5559@comcast.net



Late Braking Race News -from Mark "Silo" Fisher

I want to extend a Laurel, & Hearty Handshake to the James Bondo Team that ran 24 Hours of LeMons this weekend! at the Autobahn in Joliet. The details are second hand (& from watching the lap counter on my iPhone).

LA, Kurt, Peter & Roger drove Rusty hard all weekend. They were as high as 22nd of 75 at one point on Saturday. With about an hour to go on Sat, a bracket holding the serpentine belt tensioner fatigued & broke.

With a huge amount of help from Marshall Pennigsdorf and Bill & Kim Jensen, the team got it back on track first thing Sunday morning. They brought it home in 1 piece, 40th overall.

By all reports, it is faster than it has ever been and would benefit from some stickier tires, and working rear brakes. We also need to look at the electric fan & overflow bottle vent.

We should be able to address all of this before the Chump Car Race at Road America in October.

RECENT EVENTS OF IN "TR" EST



Spring breakfast run continued from page 1

Doug organizes a tour, the route was well planned, with detailed printed route instructions to prevent anyone from going astray. In addition, the weather couldn't possibly have been better- all adding up to a fantastic day and was, hopefully, a harbinger of things to come during the driving season.

The cavalcade consisted of three Spitfires, one TR 3, one TR 4, two TR 7s, several TR 6s, three Miatas, a Mustang, and an Aston Martin. It should be noted that the event marked the first outing for Bob "Pesty" Hansel's TR7 and his longest trip to date in a Triumph. Doug had just gotten his supercharged TR6 running on Wednesday. [It seemed to run quite well.] Matt Krajniak had also changed out his clutch Friday night and re-installed the transmission and interior just before leaving for the start line in the morning

in front of the Launching Pad Restaurant. The caravan also passed through Godley, Braceville, and Gardner before heading south to Dwight. There the group stopped for a photo op at a restored filling station before stopping for breakfast at the Old Route 66 Family Restaurant, where the proprietors had set aside a section for the ISOA contingent. Following the meal, the group proceeded across the street to the vintage service station which was opening just in time for the group to view the collection of petrolania on display.



From Dwight, the procession headed along old Route 66 to Pontiac, Illinois, where it was greeted by the town mayor, who officially welcomed them to his fair city and directed the ISOA cars to a reserved parking area next to the classic courthouse. The group spent an hour or so ambling around the downtown section, looking at museums and shops, including the Route 66 Museum, a World War II Museum, and the Wall Dog Museum, which featured murals that had been painted on barn walls throughout America. Most agreed that they could have easily spent

much longer looking at the various esoteric and interesting exhibits. From Pontiac, the group continued toward Starved Rock State Park along some very scenic, twisty-turney roads. While not to be confused with the "Tail of the Dragon," the route had 29 curves in only 6.1 miles. All too soon, the caravan rolled up on the Starved Rock Lodge where the drivers and passengers enjoyed a tasty lunch on the outdoor patio, which offered an incredible view of the iconic recreational area.



By mid-afternoon, the group adjourned, and the participants headed back to their various residences throughout Chicagoland, without any documented unpleasant incidents. As is always the case whenever Doug prepares a driving event, the event was meticulously planned and featured not only some excellent roads where our Triumphs could be enjoyed to their fullest, but also numerous fascinating points of interest. Its days like this that make Triumph ownership combined with ISOA membership so extraordinary.



The procession headed south along Route 53 passing through the towns of Elwood [obviously named in honor of ISOA's lone member of the VTR Hall of Fame], Wilmington - home of the Gemini Giant statue



Spuds



BLACKHAWK FARMS
TEXT AND GRAPHICS BY
DENISE "SPIKE" ALLGAIER
AS TOLD TO BOB STREEPY



THE 2013 ISOA OUTING TO BLACKHAWK Farms Raceway bore a striking meteorological similarity to last year's event; i.e. early morning rain, followed by clearing conditions suitable for racing. At around noon, the Coven-

try Irregular hotshoes (Rick Paulson , Roger Briggs and I (Spitfire)) headed on to the course for about an hour of wheel to wheel competition while Ed Klich wielded the pink Kodak to capture the sights if not the sounds of the event. He was joined in the stands by Mark Moore and Rick's son. Irv Korey was also present, crewing for another team. I am pleased to report that I had the FTD for the ladies' contingent by virtue of being the only female on the track.



Even though our club numbers were down from previous years, possibly due to a large number of folks at TRA, we still managed to have a great time, and best of all, no mishaps occurred.

Spike



WISCONSIN BRITISH CAR FIELD DAY
TEXT AND GRAPHICS BY
PETER CONOVER
AS TOLD TO BOB STREEPY

THE WISCONSIN BRITISH CAR Field Day dates back several decades and for the last several years has been held at the public park in Sussex, Wisconsin, northwest of Milwaukee. The event usually attracts roughly 200 cars - predominately MGs, Triumphs, Healys, etc. but inevitably some highly unusual vehicles appear at this outing. This year a very unusual Austin Atlantic showed up.

The ISOA crew convened in just across the Cheddar Curtain at Linda's Wilmot Café for breakfast. The

contingent consisted of Jim Doering and Cheryl Holmes, John and Kris Hall, and me. [Murray Bruskin and Thanos Kourliouros opted to drive up separately along I-294 from Murray's hangar in Kenosha.] Jim led the way to Sussex, and the weather was incredible. The Sunday morning ride through the scenic Kettle



Morraine was fantastic. There was very light traffic, and the three-car caravan had no trouble staying together.

We arrived at the Sussex crater where we met Thanos and Murray. Due to the unusually wet spring, the pond in the center of the park was at an all-time high, as was the turnout of cars for the show this year. The record numbers were likely buoyed by the gorgeous weather conditions.

As usual, a local Boy Scout troop sold food, soft drinks, and water to those in attendance. Despite the small turnout of ISOA members, in large part due to the TRA convention in Kentucky, there was very large number of Triumphs on display.

The event has participants choice balloting, and awards were presented in the early afternoon for those cars recognized by their peers as being particularly well-restored or preserved. Following the trophy presentation, our group disbanded and headed in separate ways, but not before enjoying a very pleasant day with nice weather, nice cars, and nice people.

Maestro



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KASTNER CUP

SEPTEMBER 6-8 2013 WITH HONORED GUEST **KAS KASTNER!**

ROAD AMERICA
ELKHART LAKE, WI

Great Lakes TRIals

Preliminary Itinerary

Thursday:
Registration
Welcome Party

Friday:
Membership Meeting
Road Rallye & British Pub Lunch
Dinner Tour
Evening Charangans

Saturday:
Car Show in Empire
Afternoon on your own to explore
• Light House & Winery Tour
• Quaint Towns for Shopping
• Driving the Fabulous Back Roads
• Sleeping Bear Dunes National Park
• Pierce Stocking Drive
• Dunes Club
• 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
Contact: www.gltrials.com
(517) 265-4110

Host Hotel: Holiday Inn West Day
619 East Front Street
Traverse City, MI 49686
(600) 966-6020

6-PACK TRIals September 19-22, 2013

VTR National TRIUMPHEST 2013

San Francisco Bay Area

AN EPIC SCAVENGER HUNT

2013 **MOTING CHALLENGE**

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Details : www.MossMotoring.com/Challenge

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

15th annual corvair enthusiasts picnic

OAP

Sunday, August 18th
Kendall County Fairgrounds

SYCAMORE Speedway

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

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

Sunday, Sept. 8th
Harper Community College
Palatine

RAVINIA

Sunday, July 21
Club Outing to Ravinia

VINTAGE TRANSPORT EXTRAVAGANZA

ILLINOIS RAILWAY MUSEUM

Sunday, August 4th

The Roadster Factory

County FAIR

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




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THE 7th BARRINGTON CONCOURS D'ELEGANCE

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

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Save the Date: July 12-14, 2013



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Masterpiece

Sunday Aug. 25th
concours d'Elegance



LOUISVILLE
Concours d'Elegance
AT WEST BADEN

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



GENEVA
CONCOURS
d'Elegance

Sunday, August 25th
(Register now if you want to park with the ISOA Triumphs!)

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Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 e-mail:
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Contributors: Denise Allgaier, Doug Larson, Jack Billimack, Peter Conover, Mark Hattenhauer, Dave Kanzler, Dave Shedor



Dear Editor,

We would like to invite the your car club to one of our successful road rallies, on July 14, 2013. We are Chicagoland's leading road rallye club and have designed this one to be easy to run, with some challenge and a lot of historical, old time drive ins and other points of interest.

Other non-rallye clubs like the Windy City Miata Club, The Mini Club, Windy City Corvettes, The PC Cruiser club and others have continually supported our professional, creative and interesting road rallyes. Many use our rallyes as events in their own programs.

I would like to offer your club FREE ENTRY to this upcoming event so you can see how much fun road rallying can be. And we mean FREE entry for everyone from your club. Just show up at the starting point with a copy of this email and you run for nothing. Really! Hope you can make it.

This event is truly a basic road rallye, short general instructions, not a lot of gimmicks. The purpose of this event is to have low-pressure, somewhat challenging, summer fun as we drive along and visit great historical places and towns and have a bunch of interesting things to do along the way. So clear your schedule for this wonderful Wheels Rallye Team summer event.

Registration opens at 11:00am with cars off at 12:30pm. Any type of vehicle is allowed. Super-Low entry Fee of \$10. Trophies will be awarded to all the best finishers and special awards to best categories. Go to our web site: www.wheelsrallyeteam.com for a complete list of events and sample rallyes.

Call 847-975-2075.

Fun, easy course that takes you to historical sites, great old time drive-ins and interesting landmarks all wrapped up in a low pressure gimmick road rallye. You will love this





THE LAST WORD

By DAVE "RUMPUS" KANZLER

I DON'T EASILY LET THINGS GO. WHEN I went off to college, my mother threw away my baby blanket. It wasn't a ran-when-parked, driven-hard-and-put-away-wet blanket, it was a one owner, #4 condition, "bedroom kept" blanket. It was the "Jay Holekamp's TR4" equivalent of baby blankets. (In fact, I bet Jay still has his: neatly folded and in perfect condition). About every few months, I ask my mother, "When are you going to the town landfill to retrieve my blanket?" - and it's been 35 years! So, even though everyone in the Club is no doubt sick and tired about the dual clutch transmission ("DCT") vs. manual transmission debate, I'm going to attempt to have the last word.

With the exception of the Rolling Stones, I would agree that you would be hard pressed to find an example of anything made in Britain 50 years ago that is superior to anything made in the USA or Germany recently. (Since the Rolling Stones are British and probably one of them owned a Triumph once, I will take the liberty of a slight digression: as the picture shows, I took my 14 year old son Jack to the recent Rolling Stones concert. It was his first concert ever, and "OMG" as the kids say, can those old geezers still rock! On the one hand, my son got to see the greatest rock and roll band ever, but on



the other hand, where does he go from here with respect to concerts? (Probably just downhill.)

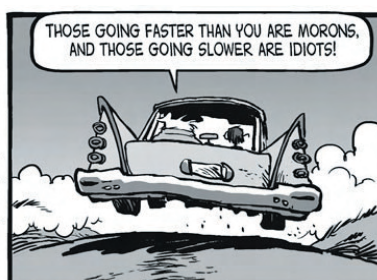
OK, back on point: for the record, I never said that a manual transmission was "better" than a DCT be it Porsche PDK, or Ferrari paddle shifters; I just said that they were NOT manual transmissions. Mark "Silo" Fischer said it best in comparing DCT's to IPOD's. Yes, an IPOD is technically "better" due to storage, portability, scratch-free, etc., but it doesn't have the soul of vinyl. Or, in the words of the singer song writer Shelby Lynn, "You can't roll a joint on an IPOD." DCT's in a race car are "better" than a manual transmission for all the technical reasons cited in the email tsunami; but in a street car, it is there because the driver wants the convenience of an automatic but wants to pretend he/she still drives a manual transmission. Sorry, but no clutch pedal = no manual transmission.

In discussing the new 911 GT3 in the latest issue of the *Porsche Club of America* magazine, the European editor said that the "dual-clutch PDK transmission is standard equipment, so there is no manual gear level for the Pat Long's (pro racer) of this world to play with," clearly drawing a distinction between the two transmissions. I think the picture below shows one reason



why I side with the Pat Longs of this world...

Rumpus



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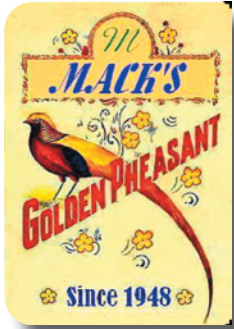
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* Past President



JUNE 2013 MEETING NOTES

BY ISOA SECRETARY BOB STREEPY



THE JUNE meeting of the Illinois sports owners Association was held on Sunday, the 2nd, in the garden level of Mack's Golden Pheasant restaurant in the beautiful commercial district of Elmhurst.

Roughly 40 Coventry Irregulars opted to forego viewing the Blackhawks playoff game to attend the meeting, although Hawks super fan Irv Korey provided scoring update, although the roar from the bar were also a not to subtle hint whenever the Hawks scored.

President Mark "Painless" Hattenhauer called things to order at 7:12. He got things underway by introducing himself, along with the board members for the benefit of any visitors or new members; however, there were no new members or guests in attendance. Mark then got things under way with a brief discussion of recent club events. Doug Larson recapped the breakfast tour (see page 1 for further details). Doug stated that 32 people and 21 cars participated in the tour and the general consensus was that the event was an unqualified success. Thanos Kourliouros spoke briefly about Supercar Saturday, an event that consists of, as the name implies, high-end exotic cars that gather at varying locations on Saturday mornings. Thanos stated that he and Murray Bruskin and had gone to Bannockburn see a collection of Ferraris, Lamborghinis, McLarens, etc. and that the event rotates throughout the Northern suburbs each week. Kim Jensen then spoke about the Bloomington show that had taken place earlier that day. She went on to say that once again ISOA won the club award for the greatest number of participants, and that individual ISOA members also came away with a considerable amount of hardware for their efforts (for further details see page xxx). Your humble and obedient scribe also described his experiences in Indianapolis

at the Celebration of Automobiles held in late May.

The next order of business on the agenda was a discussion of project updates. Mike Konopka got things underway by describing a major brake overhaul he had undertaken on his TR6 which included rebuilding the calipers, wheel cylinders, master cylinder, replacing soft lines, rotors and flushing the system in order to install silicone fluid. He was pleased to report that the project was completely successful and that the car now stops as well as it starts. Jack Billimack next spoke about the completion of his TR4A mechanical restoration. Jack gleefully described that the car was back on the road after having the engine rebuilt and the engine bay resprayed. Jack had taken the car to Bloomington earlier that day for the car show for its first major drive and was pleased to report that the car ran and handled great. Lars Sullivan shared that he was in the final phases of completing his TR3 restoration, and he was hopeful that it would be completed in time to attend the TRA convention in Aurora, Kentucky.

Tim Buja then spoke up to express his thanks to Mike Johnson who had graciously donated some new tools to the club tool inventory, including a leak down tester and a compression tester. From there Mark turned the microphone over to Jack who then spoke about some of the events on tap for the summer. Among other things, Jack spoke about the upcoming LeMons race scheduled for the Autobahn Country Club in Joliet where Team Bondo will campaign Rusty Galore, the unofficial ISOA TR7 racer. Kim Casper then spoke about a tour that he plans to attend in northwestern Illinois along the shores of the Mississippi River set for later in June. Jack then described the plans for at least two caravans of Coventry Irregulars to head to Kentucky to attend the Triumph Register of America convention. Jack also spoke about the upcoming Blackhawk Classic races in June and the Wisconsin British Car Field Day set for mid-June in Sussex. He also mentioned the Michiana car show scheduled in South Bend, Indiana as well as the annual club drive-in movie night set for June 28 at the Cascade Drive In in West Chicago. In July, the fourth annual Blonder-Hill

Fest/wine-slurping is planned for the 13th. The following day, the Mad Dogs & Englishmen car show in Hickory Corners Michigan will be held. Denny Stock then spoke somewhat cryptically about a tour that he has planned for later on in July. Jack also mentioned the club outing to Ravinia in July and last, but not least, the highlight of the season social calendar - the annual trek to Sycamore to watch stock car races (AKA-White TRash Night).

Attention then turned to cars and parts for sale or wanted. Tim Mantel described his acquisition of a treasure trove of TR4-6 parts that he has acquired. After that, the monthly raffle for a grab bag of prizes was held and the winner was John Hall, who went home with a shopping bag full of car related ephemera. After the drawing, attention mounted as the group anticipated the highlight of the meeting - the awarding of the monthly Peter M Roberts and Boomer awards. Your humble and obedient scribe nominated Jack Billimack were coming to his rescue the previous day after his TR6 broke down in Crystal Lake. Jack also provided the car with temporary housing until I was able to come back and retrieve it. Mark Hattenhauer also nominated Roman Hrynewycz for helping him with some upholstery work on his TR6. The only Boomer award went to Bill Jensen by way of his bride for leaving their sling chairs behind when they left for the showed Bloomington. Needless to say Mr. Bill went home with the Boomer. Jack was the recipient of the coveted Peter M Roberts chalice and, more importantly, the accompanying drink chit.

There being no old or new business to discuss, Mark pronounced the meeting adjourned at about 8:30, in time for most folks to catch the third period of the Hawks victory over the Kings in game two of the Stanley Cup playoffs. With all apologies for any unintentional errors or omissions, your humble and obedient scribe





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

•**For Sale:** '65 TR4 ready for restoration. David Kravitz
708-363-7628 david.kravitz@me.com [not an ISOA member]
06/13

•**For Sale:** 1974 TR-6 Good condition. Well maintained,
Current owner since 1987. Joe Chandler, 630-325-4490. E-mail
JCAINC@aol.com 06/13

•**For Sale:** 1959 TR3 project car (VIN EB28373) stored in a dry
garage. not running; but engine turns over . Asking \$4800, but
open to offers. Western suburbs. Ed Dassow - cell 630-862-0778
a2canTR3@gmail.com [not an ISOA member] - 6/13

•**For Sale:** Black nylon carpet kit for TR4 [not 4A]. Like new.
Installd for less than 2,000 miles. TRF List \$489.95 - \$200.00
Bob Streepy 630/263-7565 trstreep@sbcglobal.net 7/13

•**For Sale:** TR6 Luggage Rack - a bit weathered but all there,
no rust \$25, Seat Diaphragms - 2, new \$20 both, Dashboard vent
eyeballs w/hoses \$ 10, TR6 Front Brake Pads - set for both front
wheels \$10 set, TR6 starter solenoid - Lucas \$25, TR6 starter
- new \$90, TR6 starter - 2, used \$30 ea., TR6 rear main seal
w/plate - new, TR6 cylinder Heads - 1 narrow port, 2 wide port
\$100 - \$125, TR250/TR6 crankshaft - 2, used, std. \$50 ea., TR6
rear wheel hubs - w/half shafts \$50 ea., Various front and rear
suspension parts, TR4/TR250 rear tail light Assy. - Lucas, new
in box \$100, TR250/TR6 air cleaner - 4, box only no elements \$10
ea., TR6 hoods, trunk lids, doors - w/glass, TR4/TR250/TR6
windshield - new, glass only \$85, TR4/TR250/TR6 convertible
top frame - new \$65, TR6 Hardtop - rough, no window, vinyl
cover \$\$45, TR4/TR250/TR6 lever shocks - used \$25, TR2
to TR6 Transmission shifter extention \$50, TR4/TR250 W/S
washer - glass reservoir, complete, new \$50, TR4/TR250 W/S
washer - plastic reservoir only \$ 10, TR4/TR250 Differential
- two piece rear mount type \$90, TR4 generator - condition
unknown, usable as core (?) \$ 10, TR250/TR6 alternator - 3,
Lucas, used \$25 ea. Tim Mantel, timotmant@aol.com. 7/13

•**For Sale:** Triumph 1968 TR250 4 speed. Yellow (repainted)
with new black top and interior. Webber carburetors, Mini-lite
wheels. Runs well, every day driver – not a show car. Pictures
available. \$16,500. For information please contact: Tom Cantwell
(630) 269-0016, tcantwell198@comcast.net 7/13



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

Dan Jungels 7/02
Joan Bruskin 7/05
Rod Buss 7/06
Diana Briegel 7/14
Karin Zink 7/16
Steve Bailey 7/19
Mark Moore 7/20

Joan Delap 7/21
Philip Fox 7/24
Dave Stauffacher 7/26
Andrew Reider 7/27
Thomas Schlondt 7/28
Jim Polczynski 7/30

ISOA Membership Counts

152 memberships - 209 members



Snic Preview

coming in your August newsletter to a
sleazy newstand near you

- BlonderHill Fest IV
- Mad Dogs & Englishmen
- Mid Summer Tour
- Mississippi River Rendezvous

Lots More Stuff



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

JULY 2013



*JOHN "FRU-FRU" KOLTON IN 1973 STAG
AT ODELL IL VINTAGE GAS STATION - 2012*