



Snic Braaapp

OCTOBER 2013

Vol. X Issue No. 496

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

BCU XXVII

TEXT & GRAPHICS BY BOB "SUDS" STREEPY



MORE THAN 500 BRITISH vehicles, nearly all of which could trace their automotive DNA to Great Britain, made their way to the campus of William Rainey Harper Community College in Palatine on Sunday,

September 8, to attend the annual BCU meet. The range of British marques was virtually all-inclusive, and examples of everything from Aston Martin to Vauxhall were on display at the 27th iteration of this event. While Triumph was well represented, the ranks of the Coventry Irregulars were somewhat



diminished by virtue of the large number of ISOA members attending the Kastner Kup at Road America. [See page 2] Despite the absence of many club stalwarts, a sizable number of ISOA Triumphistae were in attendance.

The event got underway shortly before 9 AM, and the registration process functioned smoothly, in no

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INSIDE YOUR OCTOBER

SNIC BRAAAPP

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- Lorrie-Ann at the "Hawk"
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RECENT EVENTS OF IN "TR" EST



The 2013 Kastner Cup



TEXT BY BOB STREEPY

GRAPHICS BY THE AUTHOR OR AS CREDITED



the "Honored Guests" for the weekend. This year marked the 11th installment of the Kastner Cup, the crown jewel of the entire ELVA race weekend. The Kastner Cup was organized by The Friends of Triumph, a consortium of vintage Triumph race enthusiasts. The event originated in 2003 at Mosport International Raceway in Ontario, and it has since taken place at various historic racetracks throughout North America, including Watkins Glen, Road Atlanta, and Laguna Seca.

HUNDREDS OF VINTAGE RACE ENTHUSIASTS, including many in Triumphs - both street and track versions, celebrated the 28th year of the Elkhart Lake Vintage Festival race at Road America, in Elkhart Lake, WI, sponsored by the Vintage Sports Car Drivers Association. The entry list spanned enthusiasts from the United States, Canada, Mexico and even Germany. The 2013 ELVF actually combined two special celebrations. The first feature was a tribute to vintage Triumphs. Triumph certainly saw its fair share of success in SCCA racing "back in the day,"



There was also a secondary celebration to mark the 50th Anniversary of Formula V, which introduced open wheel racing to an entire generation. In addition, there was also a series of tribute races based on the original "Cup" races held from 1950-1952 on the country roads around Elkhart Lake.

Besides the vintage racing, the weekend was filled with numerous supplementary events including a reenactment lap of the old road course through the twisty Kettle Moraine countryside that was the actual route used by



and more often than not, that success was due to R. W. "Kas" Kastner, the brilliant engineer who took his cars to new levels of success. The Triumph celebration at ELVF culminated in the Kastner Cup race on Sunday, September 8, and Kas himself, who had just celebrated his 85th birthday, along with his wife, Peg, were



racers in the 50s before the track at Road America was constructed.

Kastner was a well-known production car driver in the late 50s and class champion of the Southern California Sports Car Club in 1959. He was also the winner of the SCCA championship that same year driving a 1958 TR3A. He was the Chief Instructor for the California Sports Car Club at Riverside Raceway and for several years was the National Licensing Chairman for SCCA. He also won the Sports Car Club of America's



annual award for the best technical article in 1963. His automotive experience spans more than 50 years, and he is noted for his expertise in the field of performance and race team management. Kas had a winning record in national and international racing events for both automotive manufacturers and privately owned race teams.



He started the USA Triumph Competition division and wrote the *Triumph Preparation Manual*, distributed by the factory and still in print. He would go on to publish five other books on Triumphs. After leaving Triumph, he went on to serve as the Motorsports National Manager for Nissan of North America. Ultimately, he became vice president of operations for Nissan research and development known as Nissan Performance Technology Inc., where he and a team of 225 technicians were responsible

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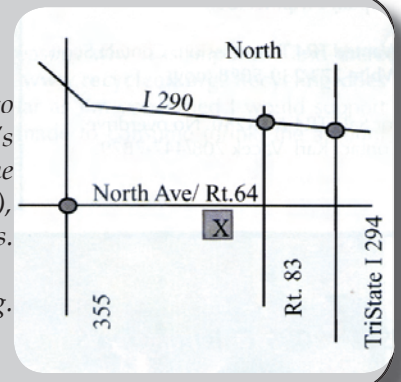


ISOA EVENTS CALENDAR

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
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 - Kansasville, WI
	13	Sun.		Toys For Tots Run
	18-19	Fr.-Sun.		EURO Auto Festival- Greenville, SC
	19-20	Sa.-Sun.		LeMons at Autobahn - Joliet
26	Sat.		ISOA Halloween Spooktacular @ Konopka's - Mt. Prospect	
Nov.	3	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	9	Sat.	8:00 AM	Brake Clinic Holekamp's - 133 Danada Dr., Wheaton
Dec.	1	Sun.	5:00 PM	Coventry Irregular Go-Kart Challenge IV - 2225 W. North Ave., Melrose Park
	1	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
Jan.	1	Wed.	11:00	New year's Day Rally, Northerly Island
	5	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	18	Sat.	8:00 AM	Suspension Clinic Jensen's - 903 Lilac Ln., Joliet
	25	Sat.	6:00 PM	Big Bash Morretti's - Bartlett
FEB.	9	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] - <i>Not the First Sunday</i>
	TBA	Sat.	8:00 AM	Clinic TBA

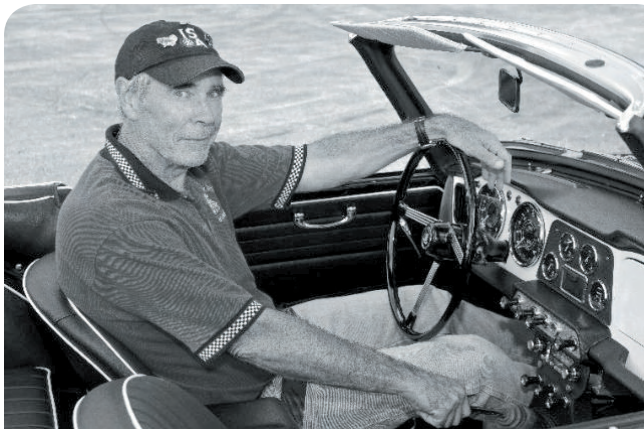
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SNIC BRAAAPP is published by: Integrated Graphics Inc.

1198 Nagel Blvd., Batavia, IL 60510 - 630482-6100

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A LITTLE BS FROM BS

NEWS AND VIEWS FROM

The following digitally remastered parts of speech are an encore presentation from May of 2008

THE BUSTED KNUCKLE GARAGE
BY SNIC BRAAAP EDITOR BOB STREEPY

SO TELL ME AGAIN HOW COME YOU GOT them old piece of crap Triumphs when, fer the same dough, you coulda had a Mustang or a Chevelle?" queried my buddy, Vinnie the Ratchet, as he slid his empty schooner in the direction of the innkeeper. He and I had gone through this argument on so many occasions that his inquiry was akin to the opening gambit of a chess match in which the players have competed against each other incalculable times. We both knew the drill. He would denigrate my Triumphs for their unreliability, while I would defend them on the basis of their handling and looks. But this contest would be different; I was ready for him with a new move, one that I had prepared for just this occurrence.

"On accounta," I parried as I prepared to spring my carefully laid trap on him, "Triumphs, more so than those mundane cars you mentioned, prepare you for the inevitable uncertainties that life brings you."

"What the [expletive deleted] ya talkin' about?" he sputtered. "I t'ink you musta got a head start on me. Was ya into the Wild Turkey before I got here? Yer makin' less sense than usual, and fer you, dat's sayin' sumpin.'" Vinnie had taken the bait. I could now set the hook and reel him in with my latest argument

in defense of Triumph ownership vs. owning and operating domestic vehicles of the muscular variety, which my companion was so fond of.

"Well Vinnie," I said slowly, choosing my words deliberately as I wove my web, "take the other day. First thing this morning, my three and half year old dishwasher, the one with all the whistles and bells and streamers, the one with

the three year warranty, the one that was supposed to be bulletproof, flat crapped out. Heating element. Then my phone, the brand new one right out of the box that I paid retail for [I added this last clause for dramatic effect, since most of Vinnie's purchases were made right at the very bar at which we were sitting and were frequently the result of "falling off a truck"] quit. Finally, my riceburner, heretofore the most dependable vehicle I've ever owned, the one I was convinced could take me to the very gates of Hell and back without ever so much as a miss, locked in Park and absolutely refused to budge."

"So what the Hell does all dis crap hafta do wit Triumphs?" he asked. It was at this point that I felt I knew how the prehistoric hunters felt when the woolly mammoth charged across the pit that had been covered with branches and twigs. I paused briefly savoring the moment before I pounced upon my unsuspecting prey.

"On accounta," I said, "without all my years as a long-suffering Triumph owner, I might not have been capable of dealing with such a triumvirate of adversity. However," at this point I smiled benignly at the bartender, who was following our little dialogue with well-disguised rapture that, to the untrained eye, might have passed for boredom. "I might have become seriously vexed. It is not at all beyond the realm of possibility that this confluence of ill fortune would have caused me to go into an apoplectic state, raising my blood pressure to stratospheric levels, causing my eyes to bulge out of their sockets and unleashing a torrent on blasphemy that would cause

Howard Stern to blush. But none of these things happened; I was able to maintain a demeanor of Christian charity mixed with a large measure of Eastern Zen. "And," I pointed out, "at no time during this unholy experience did I resort to any type of pharmaceutical assistance to maintain my emotional tranquility."

"How, you may ask, was I able to remain so composed in the face of such calamity? My Triumphs had prepared me for such a fate. Anyone who has ever seen the tread from a tire go spinning off in a different direction on I-355 at 80MPH, or has had his car die in rush hour on the Dan Ryan, or put his car into gear a thousand miles from home, only to find that the reciprocating force from the engine was not transmitted to the wheels, knows whereof I speak. You see," I said as I went for the Coup de grace, "my Triumphs have equipped me for any technical malfeasance that the world has to offer. You might say," I said, moving in for the kill, "they have probably saved my life by preventing the certain stroke that would have most undoubtedly been my fate, were it not for my beloved Triumphs."

I sat back and silently admired my logistical tour de force. My carefully laid strategy had worked. Like a matador making his last graceful wave as his doomed bovine foe realizes that its fate has been sealed, I allowed myself to quietly, albeit briefly, bask in the glory that is victory.

Vinnie then mumbled something that sounded like "duckshoe," but I couldn't be sure. "Dat's BS an' ya know it," my defeated colleague growled, but there was little conviction in his voice. I'm sure it was just his way of saying, 'Hail Fellow, Well Met!' I slowly pushed my barstool back to the rail and confidently made my way to the exit. As I reached the door, I thought I overheard Vinnie say to the barkeep, "Do ya believe that crap? Dat jerk coulda had a Chevelle fer wat he's got tied up in that British piece of junk." While I couldn't quite hear him, I was pretty sure that bartender said that I was right.

Suds



PRESI "DENTAL" PONDERINGS

ON THE MARQUE

BY ISOA PRESIDENT

MARK "PAINLESS" HATTENHAUER



Painless Ain't Nobody Feeling No Pain

ROAD AMERICA, THE KASTNER Kup, Friends of TRiumph, TRiumphs from ISOA, Iowa, North Carolina, Ohio, Pennsylvania, Wisconsin and more...if you haven't been to Road America or a Kastner Cup Race, as my father used to say, "You don't know what you're missing." Enough said about that...

October is here, and the sun still rises in the east and sets in the west, however, the gap between is shrinking fast. Autumn is here, and the colors are changing. British Racing Green and French blue are giving way to Signal red, Saffron (I'm just mad about ...not really), Jasmine, Pimento and Sienna. Another driving season is headed for the finish line (what happened to start your engines?). Well, let's fill in all the flavors of the month. October is Bat Appreciation and World Menopause Month (let's try to keep those two separate). Also Squirrel Awareness Month, I would to say with no help necessary from the NSA, "We know who you are!"

•October 1st - CD Player Day, Inter-

national Day of Older Persons and National Homemade Cookies Day. So throw in your favorite CD(not in the oven), bake your favorite cookie, sit down and have a glass of milk you old farts.

•2nd - *Name Your Old Car and Phileas Fogg's Wager Day...get your bets down now!*

•3rd - *Virus Appreciation Day and Techies Day...somehow I don't think techies appreciate the viruses or do they?*

•4th - *National Taco Day and Vodka Day (gives something to wash that taco down with now doesn't it?)*

•6th - *National German-American Day also Mad Hatter Day (some of you may think this has my name written all over this ...ja wohl!)*

•7th - *Bald and Free and World Smile Day...zero tolerance for bald jokes today, you can smile and keep it to yourself.*

•8th - *Fire Prevention Day. Go put a fire extinguisher in TRiumph today in case of smoking wires protecting your fuses.*

•9th - *Moldy Cheese Day. Just trim off the mold and eat it or leave it on. You might cure something.*

•10th - *National Angel Food Cake (go ahead wad it up in a ball and eat the whole piece...no one is watching).*

•11th - *It's My Party Day(go ahead you can cry if you want to). It's also National Coming Out Day, and it would be appropriate to have a party.*

•12th - *International Moment of Frustration Scream Day. Go ahead let it all hangout.*

•14th - *International Dessert Day. Go ahead, eat dessert first today. Life is uncertain.*

•15th - *I Love Lucy Day and National Grouch Day (think Fred Mertz).*

16th *Dictionary Day. Go ahead look something up, don't be a dict!*

•17th - *Mulligan Day (take a do over for yourself today).*

•18th - *World Menopause Day. Obviously it's that time of the month...or is it?*

•19th *Sweetest Day...mirror on the wall, who's the sweetest of them all or something like that.*

•20th - *Information Overload Day (I'm guessing you're probably just about there now).*

•21st - *Babbling Day (I Digress).*

•24th - *National Bologna Day, and I say "You're full of it."*

•26th - *Mule Day. Just another German holiday.*

•27th - *Mother-In-Law Day and National Tell a Story Day. I'm sure we all have stories about the outlaws.*

•28th - *National Chocolates Day Please note this is plural meaning more than one.*

•29th - *National Frankenstein Day. Go ahead, make your own comments here.*

•31st - *Halloween, National Carmel Apple Day (go ahead, pull off that crown and make your dentist happy) and National Knock Knock Jokes Day (who's there?)*

I'm exhausted....and that's enough mouthing off (dental reference - now spit out and get that bad taste out of your mouth) for one month. TRoomphantly yours,



Painless

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

RECENT EVENTS OF IN "TR" EST



GENEVA CONCOURS D'ELEGANCE

TEXT AND GRAPHICS BY
BOB "SUDS" STREEPY

Lincoln Highway, is the heart of Geneva's downtown shopping district and is lined with shops, restaurants, parks and historical buildings. The Concours was open to the public at no cost, making it a nice family event, and it provided an opportunity to view a fantastic collection of award-winning, unique and rare automobiles.

members, including Joe and Kathy Pawlak's Triumph Stag, Ken Briegel's TR3A, Mel Merzon's 1800 Roadster, Dave and Shirley Stauffacher's TR6, Scott and Sheryl Steirs' Model T, Dennis Delap's TVR, and Mark and Lorrie-Ann Fisher's Hot Rod Carrera Panamericana Lincoln. Two of the ISOA entries (Briegel's TR3A and Merzon's 1800) received awards.

With a show field second to none in the greater Chicagoland, the event



THE TREE-LINED STREETS IN downtown Geneva were crowded not only with hundreds of special interest automobiles,

but also with thousands of spectators on Sunday, August 25. The large audience had gathered to view a spectacular assemblage of rolling automotive art-work put on by the village to benefit the Living Well Cancer Resource Center. Participants from all over the country displayed their automobiles hoping to be awarded one of the coveted "Benz" trophies.

Featured at this year's event were automobiles that traveled the Lincoln Highway during its first decade, the celebration of the Fiftieth Anniversary of the Porsche 911 and four Dream Cars from the Bortz Auto Collection.

Third Street, once a part of the

The collection of automobiles ranged from turn-of-the-century high

draw a huge crowd. There were also some 47 classics from the turn-of-the-century through the 20s, including some incredibly rare cars which are seldom on public display.

The Coventry irregular numbered roughly 15, and the Triumphs

displayed in the car club corral attracted a steady stream of admirers throughout the day. Special ISOA "attaboys!" go out to Denny Stock and Tom Morgan for organizing the club parking arrangements.



wheelers to late-model Lexus LFA supercars. The event organizers also provided reserved parking areas behind the old courthouse for car clubs, including our own beloved Illinois Sports Owners Association, to display their members' cars.

Among the hundreds of cars on display were several belonging to ISOA

Suds



THE TRIUMPH OF THE SEAS



"Sea Dog" 1979-1982

BY DAVE "RUMPUS" KANZLER

IN EARLY 2009, OUR ESTEEMED Editor, "Suds" Streepy requested stories of memorable road trips. I broadly interpreted the meaning of road trip and wrote about a bicycle trip I took with a girl named Brenda ("It Was Technically a Road Trip" March, 2009). As you can see, I don't like to be put in a box. In keeping with this theme, I'm going to rhapsodize poetically about my Hobie Cat sailboat. Now, what in the hell does a Hobie Cat sailboat have to do with Triumphs you may ask?. Well, there are many parallels.

Besides my love of tooling around in British roadsters, my other great love is sailing. Back in 1979 I "inherited" my grandfather's 1965 Plymouth Belvidere, complete with "Magnetic Mary and Plastic Jesus" sitting on the dashboard (ok, none of the other grandkids wanted it). It was a great college party car, so I sold my Datsun 240Z (which I had bought after I sold my 1969 TR6) and bought a Hobie 14 sailboat ("Sea Dog" was her name, after Cap'n Crunch's dog- see picture). Back in 1979, a Hobie Cat was to other sailboats, what a Triumph

roadster was to a Honda Accord: fast, sleek, and king of the lake, in other words: bad-ass. (As for powerboats, they are analogous to muscle cars: big, noisy, flashy, stinky and gross.)

The next overlap is that we had a Hobie Cat club, just like the ISOA, albeit more oriented to racing. (Racing, there is another thing in common - yours truly won the season series!) The club had a clear pecking order as well. The Hobie 14's were kind of like the 4 cylinder Triumphs, and the Hobie 16's were like the 6 cylinder Triumphs, and the mighty Hobie 18 was, I guess, like the TR8. We had a newsletter ("The Fleet 158 Mainsheet"), and we had some characters. One guy even painted the hulls of his Hobie 16 with jet aircraft paint because it was "slipperier" than regular paint (yeah, maybe doing Mach .8 at 32,000 feet, but on the Illinois River?!?!?).

I actually did a camping trip on my Hobie with my friend Rich (see picture) which I guess is analogous to one of Jay Holecamp's famous road trips.

But the most important similarity is that, let's face it guys, a big reason we bought a Triumph "back in the day" was to impress the ladies. Many a college coed got invited to go sailing on Sea Dog, but my biggest "triumph" is the time I took Jeannette Martin sailing. The discerning reader will ask if this is one of the famous "Martin Twins" (Marsha Brady times two) mentioned in my September 2010 "I am Jimmy Carter" article? Why yes, discerning reader, how good of you to notice.

The Martin Twins were high school classmates and basically out of my league. Not in the "mean girls vs. sensitive misunderstood sincere guy" stereotype of Hollywood. They were actually very nice, and truth be told, I was pretty much a smart ass bordering on slightly obnoxious - so you can't very well blame them. I'm not sure how I actually got around to asking Jeannette to go sailing with me during our college years, but I did, and she said, "Yes."



We drove out to Lake Evergreen in Central Illinois in the Belvidere pulling the Hobie. I remember accidently dropping the mast (24 feet) as I lifted it up and almost killing her. Then I remember a very pleasant sail. That was pretty much it. I'm sorry to be anti-climatic. I'd like to make up a story of romance on the high seas, but Jeanette's friend Julia is a good and smart lawyer, and she has already questioned my reference to them in the prior article. That said, I consider this as accomplishing one of my long sought high school goals: an official "date" with one of the Martin twins (even if Jeannette doesn't consider it as one). So, I got that going for me.....which is nice.

Rumpus

RECENT EVENTS OF IN "TR" EST



OPEN AIR CLASSIC



TEXT BY BOB STREEPY
GRAPHICS BY JACK BILLIMACK

THE OPEN AIR CLASSIC VIII - THE 21st consecutive annual back roads topless tour - was held August 16th, 17th and 18th and emanated from the LaCrosse, Wisconsin, vicinity. More than 200 sun worshipping auto enthusiasts participated in the event, including three Coventry Irregulars. ISOA members Jack and Barb Billimack (TR4A), Kim and Judy Casper (Spitfire 6), and Jerry and Sandy Hurst (Mustang), were among the fun seekers logging several hundred giddy miles along the back roads of Wisconsin, Iowa, and Minnesota.



The ISOA contingent made the trip to LaCrosse following a route outlined recently in *Road and Track* from New Glarus to LaCrosse by famed automotive journalist Peter



Egan. The route took them along a very scenic and uncongested route, thus setting the tone for the entire weekend. Following check-in at the host hotel and dinner, the organizers held a driver's meeting, and distributed meticulously detailed route sheets which gave turn-by-turn directions with exact mileage to each of the checkpoints along the first day's route entitled "Head for the Hills!" The instructions explicitly stated, "Drop your top, drive safely, have fun, and enjoy the drive." - a mantra which most of us could gladly adhere to. On day one, the route began with a stop at the LaCrosse Speedway, the only asphalt track with weekly races in Wisconsin where the participants had open track time on the 5/8 of a mile

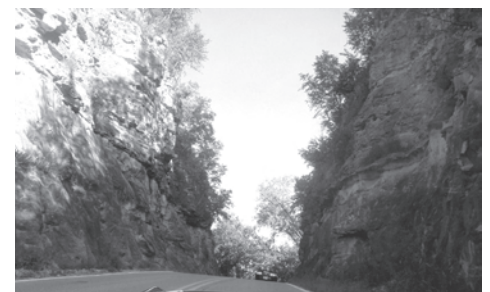


asphalt track. The group had their passports validated and lapped the track as long as they wanted before proceeding to their next check point, a golf course in LaCrosse where the tourers had a chance to win cash by putting accurately. Sadly, such was not the case, and no one came away with any surplus currency. Next stop was a scenic overlook known as "Granddad Bluff," from which it was possible to see Minnesota, Iowa, and Wisconsin. From there, they headed towards Rudy's Drive In, an



authentic 1950s family owned drive-in which frequently hosts cruise nights and still has roller-skating car hops delivering food and drink to the patrons. The group then proceeded along the Great River Road to Mitty's Restaurant and Bar in Lansing, Iowa. After strolling along the streets of Lansing and visiting quaint shops, the ISOA contingent crossed back into Wisconsin, traveling through Lynxville, Liberty Pole - where the local Amish had set up an open air market exclusively for the OAC participants - and headed to Viroqua, Wisconsin. They checked out some of the sites there and again had their passports validated. They then proceeded to Westby, before returning to their host hotel, having traveled some of the most scenic back roads in the Midwest.

The following morning the participants were up early to head out on day two entitled, "Cruising in God's Country!" Their first stop was at an historic site known as the Mindoro Cut, a 74' deep, 86' long, 25' wide hand dug passage begun in 1907 which linked a local creamery with the railroad station. The group then proceeded to their first check-



point, a craft barn near Galesville, Wisconsin, and then headed into town where the tourism commission had arranged special convertible parking around the town square. From there they proceeded to the Trempealeau Hotel on the banks of the Mississippi where some enjoyed the famous walnut burger while getting their passports stamped. The group then wound their way to the Elmaro vineyard, before stopping at



the Monarch Public House in Fountain City, where the author of a book on Wisconsin pubs entitled *Bottoms Up* autographed copies and poured



beers for the patrons. They then drove to Winoa, Minnesota, along more back roads, stopping along the way at various quaint museums and gift shops. For the art lovers, there was a designated stop at the Marine Art Museum in Winona, with a special discount for OAC participants. There was also an opportunity for people to rest and take a moment to overlook the Mississippi from a scenic stop in Winona before heading off to Garvin Heights where a car show was set up for the OAC's drivers to display their convertibles.

The entire route covered some 400 miles and fortunately for the participants took place under ideal weather conditions thus making for an absolutely spectacular driving experience during the entire event. All of the Coventry Irregulars who took part were unanimous in their high praise for the trip, and in describing it to the membership at the September meeting, they most likely will have recruited several more Triumphistae to join them in 2014.



Suds & Spuds

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* past president

SHOE



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TR2 Al "Chromedome" Christopher
773/233-2526

TR3/4 Pat "PowerBuldge" Lobdell
219/942-1263

TR4A/
250/5A Steve "Godfather" Yott
262/997-0701

TR6 (Early) Jeff "Stalker" Rust
815/874-5623

TR6 (Late) Irv "Elwood" Korey
847/831 2809

TR7 Phil "Factor" Fox
630/662-7721

TR8 Tim "Tool Man" Buja
815/332-3119

Spitfire - Joe "Stagmeister" Pawlak
[Early] 847/683-4184

Spitfire - Rick Paulson
[Late] 847/669-1030

GT6 Dave "Snake" Shedor
847 566 0478.

Stag Joe "Stagmeister" Pawlak
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Herald Jack "Spuds" Billimack
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Machinist Bob "Opera Man" Crowley
630/319-7343

Electrical, Joe "Stagmeister" Pawlak
Paint, Body, 847/683-4184

DMV Ombudsman Mike Johnson
scooter5559@comcast.net



L.A. FISHER - THE RAINMAKER RACING AT THE HAWK WITH BRIAN REDMAN, ROAD AMERICA 2013

TEXT BY MARK FISHER—GRAPHICS BY KEVIN BOWMAN, DAVID FERGUSON, MICHAEL D. MCGILL, AND KURT KRUTSCH.

FOR THE FIRST TIME SINCE 1996, LORRIE-Ann raced her 1954 Lincoln Capri "La Carrera Panamericana" car at Road America. Last time she raced here, it was called the Chicago Historic Races. Over the years, it has been called the BRIC, the KIC, and now the Hawk at Road America with Brian Redman (the HRAWBR?).

A rose by any other name... is still one of the greatest vintage racing events in the frickin' world! You would have to travel to Goodwood, Monterey, or the Mille Miglia to see this many unobtainium vintage race cars in one place. Lucky for us, we only have to sneak a little ways behind the Cheddar curtain.



LA drove the race car on back roads up to Elkhart Lake on a beautiful summer afternoon, with me flying escort on the maiden trip of my Lotus 15 replica. What a hoot!

We went through tech on Thursday evening, only to find out that

the brake lights had ceased to function. We took the Lotus to Fleet Farm for a trailer light and some wire, and in the dark, we improvised a new brake light so that we were good to the sporting regulations.

We were up early for practice laps on Friday. I love watching Underdog tear up the hill out of turn 5. On our way to the Race Car Concours at Siebkins, LA noticed that the battery wasn't charging. I pulled the alternator and regulator, and headed for Plymouth again in the Lotus. The alternator checked out. Installation is the reverse of disassembly. We missed the Concours, but we had some correction fluid & off to bed.



Up for racing on Saturday, and the starter refused (beginning to sense a trend...). Push the 5,000 # car up onto pavement and wake it up with a hammer. Off to the track for a beautiful day. While the Lincoln weighs 2-3 times the other cars in group 3, it was a delight to see it out there running with the big dogs. Lotus, McLaren, Scarab, Corvette, Cheetah, Ginetta, GT-40, Porsche 908, fast company all. She had a tense moment when a Corvette nearly swerved into her while warming up the tires. A Cheetah misjudged Turn 7, necessitating a little evasive grassy excursion by LA. The best part was how much people loved to see Underdog go by. We had people follow us from the pit out all the way to our paddock by turn 2 just to talk to LA about the car.

In the evening, we entered my Lotus 15 replica "Invincible II(a?)" in the street Concours. I had a really wonderful time introducing the car to people, letting kids take their pictures in it, and generally basking in the glow of a completed project. Peter's Aston Martin was within

15 feet of us, but we were so swamped all night that I never managed to find him. A memorable time was had by all.

Sunday morning came too soon. I thought to myself, "OK, what will it be today? Clutch. I Bled the master, and LA was off to the races. About noon, it started to rain. By the time group 3 was called, it was raining pretty hard. The hardiest of souls took to the track in a rainy mist. At the end of the session, LA was astounded to be directed to Parc Fermé. She wound up 1st in La Carrera Panam class and 3rd overall in group 3. She was presented a medal & champagne by Brian Redman himself. What an experience!

After packing all the tools into the Lincoln, we set off for home in a downpour. Astute readers will recall that I was driving a Lotus 15 (a 1959 sports racer with no roof and a mere suggestion of a wind screen). At best, it was like being the captain of a leaky submarine. At worst, I had SUVs pacing me while their passengers shot video of my plight. Turns out the only thing British cars don't leak is rainwater.

My friend Kurt took my place in East Troy, because when I walked into the McDonald's for some coffee, I started shivering non-stop. An hour later, we unpacked all the wet gear in Woodstock, and headed home.



I can't fault the car for all the little issues that cropped up. We haven't raced it in a decade, and it needed some care and feeding. I am continuously amazed by how it is so much more than the sum of its parts, and it puts instant smiles on passersby. Yet again, it has created fond, indelible memories, and for that, we are forever grateful.

Silo

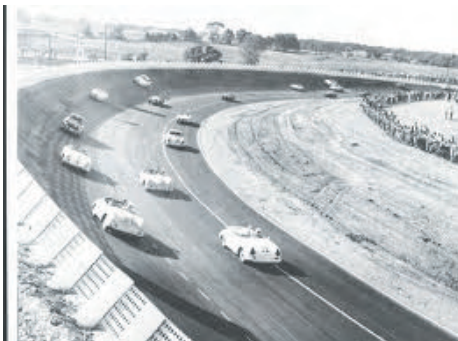


MEADOWDALE MEMORIES
ARTICLE BY DENISE ALLGAIER
AS TOLD TO BOB STREEPY
PHOTOS BY THE AUTHOR



MIRPA

MEADOWDALE INTERNATIONAL Raceway in Carpentersville was road race track that opened in 1958 and operated until 1969. In addition to SCCA events, the track hosted USAC auto racing, AMA motorcycle racing, and kart racing. When it opened, the track was 3.27 miles long, with a steep 180 degree curve, known as the Monza Wall, leading onto the 3/4 mile front



straight. The opening weekend was marred by a fatal accident during third race. Several major wrecks at the facility took place during the inaugural events giving it a reputation as a "killer," which it was never able to rid itself of.

The track was based on European road-racing courses. Unfortunately, it was "challenging" to the amateur drivers. Additionally, during the first races drivers were faced with high winds that created



dust-clouds which obstructed their vision. Management attempted to solve the track's problems, but there was never enough capital for them to make all the alterations that were needed.



Issues with the track were abundant. The paving on the Monza wall was rough, and the number of trackside run-off areas was insufficient, and the track operators were too cash strapped to deal with the problems. Together with competition from nearby Black Farms and Road America, the problems eventually led to the track's demise. The last major auto racing event, an SCCA Trans-Am Series race, held in 1968 as a last-ditch effort to save the track and the track closed soon afterward in 1969.



In 1994, a group of local park districts purchased the north 90 acres of the track's land for use as part of a new forest preserve, and purchased the remainder of the site in 2002. The track site is now, formally, a forest and nature preserve and recreational area known as "Raceway Woods". The volunteers who maintain the site have recognized its importance as a race track, and tried to keep the original track and related structures in place in the form of a hiking trail.



For the last five years, the Meadowdale International Raceways Preservation Association has hosted a car show to honor the old track and its racing heritage. The event has attracted former drivers and spectators as well as enthusiasts from the area. Saturday, Sept. 14th, the 2013 show took place and numerous Cov-



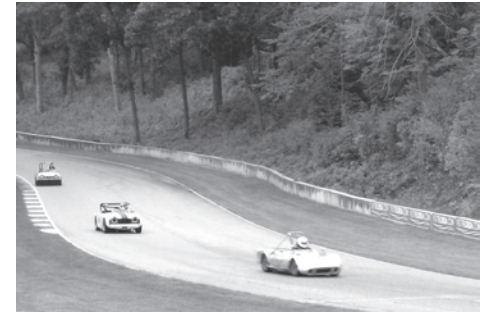
entry Irregulars showed up. Attendee stated that it was a perfect day for a gathering of classic cars. The show celebrated the 50th anniversary of the Corvette, so Vettes were in abundance, along with a large number of Mustangs. The variety of autos included a '63 Dodge 330 wagon (a winner!), a Studebaker, a Datsun 1800, race cars and, of course, a nice representation of British motorcars. The ISOA Triumphistae included: Sheryl Stiers, Peter Conover, Dennis DeLap, John and Kris Hall, Bill Jensen and his brother-in-law Greg, Andy Lischett and Carol Kay, Ed Klich, Ed Mitchell, Bob Steel, Larry Brown, Tony Salem and Denise Algaier.



RECENT EVENTS OF IN "TR" EST



from Maple Valley, Washington, who is the current maintainer and driver of the 1967 Triumph 250 K (for Kastner). This unique car was designed by Pete Brock and engineered by Kas Kastner, and it currently is part of the Hart collection. In addition to production TR series cars, there was a Devin Special driven by Bill Hart from Washington and the Peyote Special driven by Bill



Babcock from Oregon, to go along with the Spitfires, GT6s and TR series racers from throughout North America.

During a break on Saturday, spectators were permitted to take part in "Lunchtime Touring," and the track was opened to street cars, ranging from late model daily drivers to a large number



of Triumphs that had made the trip to watch the "Cup." Unfortunately, there was a shower, which not only slowed things down, but contributed to an accident during the touring laps, thus causing the touring to be cut short. That afternoon, many cars, including racers and street cars, opted to participate in the



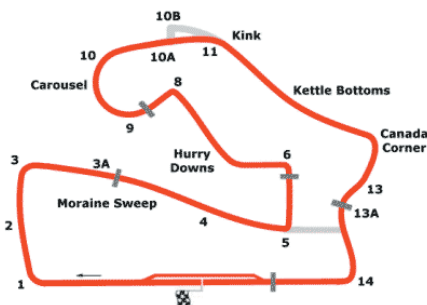
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for the design development construction racing of Nissan prototypes.

Road America itself is perhaps best described in the words of the great automotive journalist and Wisconsin native, Peter Egan, who, in the October issue of *Road & Track*, described the course as follows:

The track itself? Three long straights, connected by corners both fast and slow. The front straight leads into a fast first turn, then under undulates into a friendly Turn Three that catches you like the hand of God and flings you into Hurry Downs, whose terminus smokes about \$10 worth of brake pads each lap at Turn Five. Crest the blind hill, jink right, and you're into the serious part.

*The Carousel is one huge skid pad that shoots you down into the dreaded Kink, a fast and blind right where a bad line leads straight into the Armco. Survive that and you blitz along Kettle Bottoms and up Thunder Valley (sounds like the Tolkien landscape it really is), over another semiblind hill, then into a hard right under the uphill front straight. When you flash under the flat bridge, you feel you've been somewhere satisfyingly far away.**



The race weekend got underway with optional practices on Thursday, when drivers first arrived for "test and tune" sessions throughout the day. The Friends of Triumph had a special wine and single malt toast in memory of the



late "Uncle" Jack Drews, the very popular member of F.O.T. who died tragically while racing a few years ago.

Friday was the first scheduled practice day for the event, and most racers were allowed 30 minute segments to become familiar with the track and sort out any issues with their cars. Race group 2 included production cars up to 1963, and the TR 3s and 4s were assigned to this group. Race group 8 was designated for production cars from prior to 1973, and it included most of the prepared TR6 and TR8s. Driving wound up with a one hour Enduro late Friday that had a full grid of diverse cars, followed by a Friday night "Welcome to the ELVF" party where drivers and crews enjoyed a Triumph display in conjunction with the chili dinner.

On Saturday things got underway in earnest. There were qualifying heats in the morning with races before and after lunch. Some 41 vintage Triumph racers from throughout the United States and Canada participated in the event including, Tony Garmey



original "Street Course Re-enactment." This was a police-escorted drive along the original public road race course, with the featured marque cars at the head of the tour. These roads are listed as a National Historic Monument, and along with Watkins Glen, are the only such roads in America so listed. The tribute tour attracted more than 100 cars. When the re-enactment circuit was concluded, many drivers parked along the tree lined streets in the heart of the Village of Elkhart Lake for a brief car show, while the others proceeded to the lawn of the Osthoff Resort, where their cars went on

public display for popular choice balloting. The "Gathering on the Green," with its scenic overlook of Elkhart Lake was a bit reminiscent of Pebble Beach or Jekyll Island. After the show, the ELVF banquet took place at the Osthoff with Kas giving the keynote address.

On Sunday morning, there was a series of "emergency warm-ups" - track time for drivers who had to make repairs or adjustments overnight to evaluate their cars before competing in Sunday's races. There were two six-lap sprints before the Kastner Cup. The "Cup" was a seven-lap vintage race for Triumph or



Triumph powered cars. The winner of cup race in 2013 was Peter Borkowski of Hanover, Ontario, in a TR 8 who finished just over six seconds ahead of Sam Halkias from Ohio in a TR6. Tony Garmey of Washington in the 250K was



third. After reviewing his criteria for awarding the Cup, Kas presented the coveted award to Ken Knight of Las Vegas. Ken drives a light gray TR4 and was blindingly fast all weekend. Some 36 racers participated in all. Both on and off the track, the ELVF provided a little something for everyone-racers, spectators, and enthusiasts alike.

LITTER TO THE EDITURD



How youse doin'? Me, I'm good.

So ya know how I store da TR6 at my Aunt Wanda's, da ol' bat what can predict da future

from coffee grounds, over by Fullerton an' da Kennedy for da winter? Well, when when I backed it out for da fist time dis year, der's dis big oil slick on her grage floor an' I figure she's gonna be pissed, so I gotta come up wit sumpin real quick, ya know? So I yells out, "Aunt Wanda, come quick, der's a stain onna floor looks like da Holy Virgin!" An' so she hobbles out to da grage [it takes her awhile onacounta da walker] crosin' herself. She looks at da floor an she screams. "Ees miracle!!," an' she yells across da alley to her lady friend from Bingo, an' before ya know der's a whole bunch of 'em standin around da grage, an' der's candles all over da place, and she never says nuthin to me about my car leakin' on her floor onnacouta it's a sign from God an' I tinkin' to myself, I gotta light a candle too fer comin' up wit dis scam cause I put out a coffee can

fer donations an' by da end of da week, der's like eight bucks in it. So den I got a idea. After hearin' Mantel talkin' about EBay at d alas meetin', I figured what the hell?, I'll give it a shot, so I took Polaroid of da oil stain an' put it on Ebay and I sol' 'em to da true believers at "Buy It Now" fer twenty bucks plus anudder fie bucks for shipping. At dis rate, I'll have enough dough to get a new top an' fix the door what got hit by the dump truck on da way back from Breckinridge.

I love dis intranet shit.
Apex Mosier,
Nortwes' Side



pictured above just a few of the Aunt Wanda's friends flock to her garage to pay homage

Dear Mr. Mosier,

While we applaud your entrepreneurial spirit, we are compelled to take issue with your methodology. Why must you limit yourself to on-line auctions. By utilizing just one marketing venue, yourself to one venue, you are failing to take full advantage of clearly a divine opportunity.

We would urge you to consider posting graphics of this miraculous image on the VTR classified pages as well as sending the photos to Hemmings Sports & Exotics and Classic Motorsports. Having read these publications, we believe that it is abundantly clear that the editors are desperately in need of "filler" content, and your miraculous phenomena would certainly receive prominent coverage, thus expanding your base and enabling you to market to a large number of true believers in the auto enthusiast community. But why stop there? Send a graphic to Snic Braaapp and we'll run an 8 x 10 glossy centerfold of the oil stain and include your ad in our classified section. After all, our standards aren't any lower than the big guys.

ED

RECENT EVENTS OF IN "TR" EST



seen by long time BCU member, Jack "Spuds" Billimack, and his many years of honing the process were clearly evident when the results were announced only an hour or so after the conclusion of voting. A large number of Coventry Irregulars were among the recipients of BCU awards this year including:

- Mel Merzon-1947 1800 Roadster,
- Peter Conover-1957 Aston Martin
- Sheryl Stier-1970 Spitfire,
- Robert Groman- 1960 TR3A
- Thanos Kourliouros-1960 TR3A
- Bob Streepy-1963 TR4
- Joe & Rosanne Felix-1967 TR4A
- Steve Matteson-1973 TR6
- Tim Mantel-1971 TR6
- Ann & Tim Buja-1980-TR8
- Frank Cartwright-1980 TR7,
- Kathy & Joe Pawlak-1973 Stag
- Jack Billimack-1963 Herald
- Wayne Seyller-1972 Spitfire

BCU-continued from page 1

small part due to the efforts of ISOA member and chief registrar, Peter "Maestro" Conover. There was a wide variety of vendors in attendance. At one end of the spectrum, there were the typical swappers hawking used and abused LBC ephemera [Hey buddy, wanna buy a TR6 upper control arm with lots of patina? Prob'ly fit on your Humber Snipe wit a li'l work] alongside an

Despite overcast weather conditions for much of the day, a large number of spectators strolled among the cars admiring the vintage British vehicles.



The car owners themselves also took the time to examine cars other than their own and visit about all things Anglo-automotive. The club also erected an EZ-up and hung out the "Triumphs of Northern Illinois" banner to recruit new members and relax while chatting with one another.



Aston Martin dealer wearing an ascot with \$200K Astons on display. There were also food vendors to go along with the hat and T-shirt purveyors plus a few custom, high-end graphics sellers.



The Chicagoland British Car Union once again managed to organize and host an excellent one day event, and their years of practice, not to mention the fine-tuning from 2012, were clearly in evidence for this year's show. Our collective thanks to all the BCU reps in general and the ISOA tandem of Paul Barthels and John Hall in particular for making this event a success.



At 1:00 PM, the public address announcer notified the participants that the people's choice ballots were due, and soon a large number of ISOA members were joined by volunteers from other clubs to participate in the thankless job of counting ballots. The reinforcements were called in to offset the large number of regular ballot counters who were in Elkhart. The tabulating was over-



Suds



CANTIGNY

TEXT & GRAPHICS BY BOB STREEPY



THERE IS LIKELY no event in the greater Chicagoland region that takes place in a more attractive setting than the annual Can-

tygnia car show, held on the immaculate grounds of former Chicago Tribune publisher Col. Robert McCormick's 500 acre estate in west suburban Wheaton. The event usually attracts in excess of 400 special-interest vehicles, and generally includes a significant number of Coventry Irregulars. Sadly, Mother Nature chose to literally rain on our parade on Sunday, September 15, of this year. Despite the steady drizzle, the precipitation failed to dampen the spirits of seven Triumphistae from the Illinois Sports Owners Association who braved the elements to kick tires, admire cars, and hang out on Sunday morning. Jay Holekamp, who lives a few miles from the grounds,

allowed ISOAers to convene at his home before making the trek to the park. Once there, Jack Billimack, Pat Manning, Jay, and I joined Joe and Roseanne Felix, and Bill and Kim Jensen who had already arrived. It should be noted that while seven Triumphs braved the elements, there were no MGs, Healey's, or Jaguars in attendance.

Among the more interesting cars on exhibit this year was a Tatra, a wagon on display. A large number of hot rod Mitsubishi's showed up as well. The inclement weather held the numbers down drastically, and just under 100 cars, approximately 25% of the normal registrants, showed up this year. The organizers, in a concession to the elements, fast-tracked the award ceremonies and moved the presentation up from the normal 3 PM time to 1:00. The wet weather coupled with a Bears noon

kick-off thinned out the crowd dramatically and prompted a number of people to bail out early, your humble and obedient scribe included.

While the elements clearly threw cold water literally on the event, we will continue to keep this gathering on our a list for 2014, since the grounds alone, not to mention the usual turnout of neat cars makes this a must-attend for next year's driving season.

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Czechoslovakian model favored by the KGB during the Cold War. There were also a few street rods, but the annual display of military vehicles was missing. There was, however, a 2011 Escalade pickup and a somewhat tired Taurus

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Suds



VTR Convention Oct. 2-6
San Rafael, CA



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



ISOA SPOOKTACULAR!

(ISOA Halloween Party)
Saturday, October 26, 2013, 7:00 p.m.

Celebrate Halloween in frightful ISOA fashion!

Costumes are optional, but encouraged. Come dressed as anything or anyone representing popular culture (including movies and television) from the mid '50s through the 1980s.

- Ghoulishly good food, fun, and games
- Costume contest
- Spine-tingling entertainment by Spinal Tappets

Please rsop to:

Trish and Mike Konopka
23 North Maple Street, Mount Prospect, IL
847-577-5240
TTone007@gmail.com
Treez23@gmail.com



4th Annual Rod Blagojevich
"Never Say Die" LeMons Race
Featuring "007-Rusty Galore"
Sat., Oct. 8th



Dec. 5 - 5:00 PM
Coventry Irregular Indoor
Go-Kart Challenge V



KIM & JUDY KASPER'S ANNUAL ISOA FALL COLOR TOUR & CAMPOUT/MOTELIN



When: Oct. 11-13
[Friday - Sunday]

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

Directions from I-94:

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

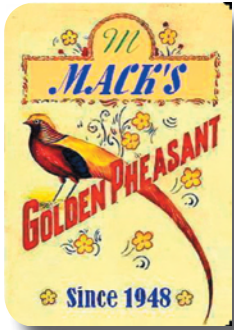
Directions from Illinois Rt. 83

- North into Wisconsin.
- Rt. 83 turns into Wisconsin Rt. 75.
- Follow above directions when north of County Rt. KR.

RSVP & Contact info: Kim Casper
1810 S. Beaumont Ave., Kansasville, WI 53139-9512
Home Phone: 262.878.2337; - Cell Phone: 262.939.5463
E-mail: kimcasper@wi.rr.com
[If you don't want to camp, contact Kim about local motels.]



SEPTEMBER MEETING NOTES By ISOA SECRETARY BOB STREEPY



THE SEPTEMBER ISOA meeting came to order, relatively speaking, when President Mark "Painless" Hattenhauer, dropped his gavel to get things underway at roughly 7:05 PM on Sunday, September 1. After introducing himself and the other members of the board in attendance, Mark recognized Bob Groman, a new member from Naperville who owns a TR3A, TR4, and a TR6. Your humble and obedient scribe then gave a brief newsletter report in which I asked (pleaded) for anyone undertaking any off-season repairs to draft articles of a technical variety for the benefit of our vast readership.

Mark then asked the audience if anyone had recently completed any projects, and several people replied in the affirmative. Dennis Hill commented that he had installed a new top on his TR6, and Dennis Stock mentioned that he had recently put in new carpeting in his TR6. Joe Pawlak indicated that he was in the final preparation stages of painting his project stag and invited any interested spectators to visit the Hampshire quarter horse farm and Triumph ranch to practice blocking the primer. Rick Paulson then spoke about mounting a rebuilt differential in his Spitfire.

The topic of conversation then moved to recent events, and Joe Pawlak led things off by elaborating on the annual Coventry Irregular White Trash night that took place in August at the Sycamore Speedway. Kim Casper then described the Open Air Classic Tour which

was held in August emanating from Lacrosse, Wisconsin. Peter Conover then spoke about the Milwaukee Masterpiece concours and encouraged ISOA members to consider attending the car club corral next year. Frank Cartwright and I chimed in on the recently held orphan car show which took place in August at the Kendall County Fairgrounds, and Denny Stock spoke about the Geneva concours which many club members attended. Joe Pawlak then spoke about the CB clinic/spit differential flashmob clinic that he hosted recently.

At that point, the discussion segued into future events, and Jack Billimack spoke about the myriad of activities on the club calendar for the next few months. Among other things, Jack talked about the Kastner Kup race scheduled for September 6-8 at Road America in Elkhart Lake, Wisconsin, where a large consortium of vintage Triumph racers will compete for a trophy named in honor of Triumph engineering guru Kas Kastner. He also spoke about the British Car Union Festival scheduled for September 8 at Harper Community College, generally the largest gathering of British automobiles in the Midwest. The following weekend on September 14, Meadowdale Memories will take place at the site of the former racetrack in Carpentersville which was infamous in its day for the "Monza" wall. Jack also distributed flyers for the Cantigny car show scheduled for September 15 on the manicured grounds of Col. Robert McCormick, former publisher of the Chicago Tribune. Jeff Rust then spoke about some of the activities that are planned for the Six Pack Trials in Traverse City, Michigan, from September 19 through the 22nd. Jack also spoke about the VTR convention which will take place this year in Northern California, and Kim Casper described a few of the activities that he and Judy have planned

for the fall foliage tour set for October 12. Jack also mentioned that Mike and Trish Konopka are hosting an ISOA Halloween party on October 26 at their home in Mount Prospect.

The next order of business was the monthly raffle, and John Hall was the lucky winner. John and Chris are now in possession of a new set of taps and dies, a fresh can of WD-40, but sadly, no new nose hair trimmer's were in the grab bag this month.

The final agenda item for the September meeting was the traditional awarding of the Peter M. Roberts and Boomer awards. Tim Mantel nominated Denny Stock for donating a muffler to the Mantel collection, and Rick Paulson, Jack Billimack, and Rich Sholl all nominated Joe Pawlak for helping each of them in one way or another. In the process, several references to 'rear ends' locked up the free drink and temporary custody of the coveted chalice for the Stagmeister. In the Boomer category, there was only one nomination which went to Roman Hrynewycz. Frank Cartwright nominated Jr. for his wanton slaughter of an innocent woodland creature. Junior pled self-defense and attempted to convince the crowd that he was only "standing his ground" when he drowned a squirrel in a bucket of parts cleaner, but the audience would have none of it - thus sending the bent wire wheel to Elmwood Park.

There being no new or unfinished business, President Hattenhauer adjourned the meeting at 8:45. With apologies for any 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:** 1968 TR 250. Immaculate Signal Red Nice interior, Clean engine bay. Runs well. Call 630/991-3833 for photos and details. Email jholekamp@sbcglobal.net 10/13

•**For Sale:** 1971 TR6. Red w/white interior. Runs good. Newer trans. GM Alternator. Asking \$4500.00 OBO. Steve Bailey [847/269-0122 8/13

•**For Sale:** 1978 Spitfire. Blue w/black interior. Monza exhaust. Overdrive.[currently not working]]. Many extra parts. Asking \$2600 OBO. George Grumbos [630] 202-5773 8/13

•**For Sale:** 1976 Spitfire 1500 30K miles. Original. Runs well. \$5500 OBO. Feff Foley [47] 209-8526 Jeffoley73@gmail.com 8/13 [not an ISOA member]

•**For Sale:** 2 left and 1 right fiberglass front fenders. for TR3. \$200 ea or all three for \$500.00. Eric 630/461-2602 z1badvette@yahoo.com 8/13 [not an ISOA member]

•**For Sale:** Original Triumph TR3 Instruction Book 1957 Best offer 847-256-3194 or adlalger@gmail.com 10/13 [not an ISOA member]



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

- | | |
|--------------------------|-------------------------|
| Larry Brown on 10/01 | Jill Burdette on 10/17 |
| Jim Aldridge on 10/05 | Yvonne Kolton on 10/19 |
| George Loss on 10/07 | Jack Gleason on 10/21 |
| Marilyn Bailey on 10/10 | Tom Morgan on 10/22 |
| Peter Conover on 10/11 | Doug Larson on 10/26 |
| Dick Burdette on 10/12 | Chuck Hall on 10/27 |
| Karen Rust on 10/12 | Sue Paulsen on 10/27 |
| Gloria Cappelto on 10/12 | Rich Frain on 10/30 |
| Mark Furse on 10/14 | Barb Billimack on 10/31 |
| Sandy Hurst on 10/16 | Ron Danihel on 10/31 |

New Members

Peter Hamilton
911 E Valley Ln., Arlington Heights, IL 60004-3327
847 632-1877 - EMail: pjh60004@gmail.com
71 Spitfire

Diane and Burns Rafferty
5036 Main St., Lisle, IL 60532-2225
EMail: baraff@comcast.net
73 Spitfire

Membership Counts

158 membershps - 219 members

Snic Preview

COMING IN YOUR NOV. SNIC BRAAAPP®
Available at a at sleazier newsstands Sept. 30

- Six Pack TRials
 - VTR Convention
 - Fall Colour Tour
 - Clinic Guidelines
 - Rumpus Gets "Spiritual"
- Lots more Stuff

In Memoriam

At press time, Snic Braaapp was shocked and saddened to learn of the sudden and untimely passing of ISOA member Joe Honor. Many of us got to know Joe over the recent months as he completed the restorion of his mimosa TR6 to a very high standard. We extend our deepest condolences to his wife and family at this difficult time.



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

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THE REAR VIEW MIRROR

OCTOBER 2013



JAY HOLEKAMP'S & BOB STREEPY'S 1968 TR 250