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Braaapp

January 2015

Vol. I Issue No. 511

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-Seventh year -*

*A Chapter of the Vintage Triumph Register, Triumph
Register of America, and Six Pack*

DOOR CLINIC

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

NEARLY THREE DOZEN COVENTRY IRREGULARS MADE the trek across the cheddar curtain to the first ever "door inners" clinic held at the Silver Lake Triumph Centre on Saturday, November 22. The clinic marked a grand opening of sorts for the shop owned and operated by ISOA tech guru Steve Yott. For many in attendance, the event marked the first time they had visited the facility, and the novitiates were easily identified by the wide eyed expressions of wonderment at Steve's new place of business. To the surprise of no-one, the spotless shop, which specializes in TR2-6 restoration, repair, and maintenance, included tools that were the envy of all.

There were doughnuts and pastries available for the early birds along with coffee and juice which

was later augmented by veggie and cheese snack trays dropped off by Mona Shannon. The Triumphistae mixed and mingled for a while in the spacious confines located just off Wisconsin County Highway B and Highway 50, before Steve called things to



continued on page 6



INSIDE YOUR JANUARY

SNIC BRAAAPP

- Year in Review Collage
- VTR Update
- Resurrection of LD2 - Part V
- Rumpus' "Weekend Fling"

Lots More Stuff

2014 YEAR IN REVIEW COLLAGE

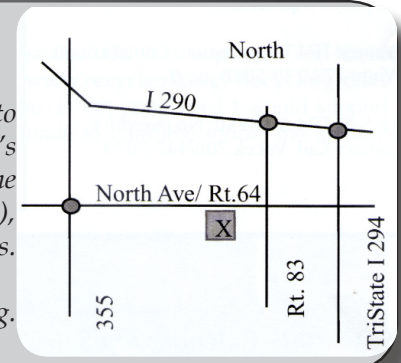




ILLINOIS SPORTS OWNERS ASSOCIATION

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
Jan.	1	Th.	11:00 AM	Outer Drive New Year's Day Rally - Northerly Island
	4	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	10	Sat.	8:00 AM	Electrical troubleshooting - Danihel's Man Cave, 11235 McGuire Parkway, Lemont
	24	Sat.	6:00 PM	Big Bash - Moretti's, 1175 W. Lake St., Bartlett
Feb.	8*	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	21	Sat.	8:00 AM	Diff Clinic - Holekamp's - 133 Danada Ct., Wheaton
	28	Sat.	9:30 AM	Tour of Fall-Line Motorsports 1225 Busch Parkway, Buffalo Grove.
Mar.	1	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.	8:00 AM	Carb Clinic
	29	Sun.	8:00 AM	18th All British Car Swap Meet & Autojumble - DuPage County Fairgrounds
Apr.	12*	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]*
	25	Sat.	8:00 AM	Distributor Clinic - Pawlak's - 14N640 Engel Rd., Hampshire
	31	Tues.	3:00 AM	43rd Annual ISOA House on the Rock Spring Tour
May	3	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.	8:00 AM	Tune-Up Clinic
Jun.	7	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
July	5	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
Aug.	2	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	11-14	Tu.-Fri.		VTR Convention, The Abbey Resort, Fontana, WI

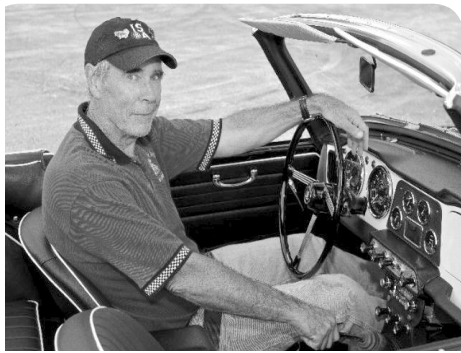
* Not the first Sunday

SNIC BRAAAPP® is the monthly newsletter of the Illinois Sports Owners Association, an organization dedicated to the preservation and enjoyment of Triumph Sports Cars. Pictures, descriptions or accounts from this publication may not be reproduced without written permission. Member submissions are welcome, but the editor reserves the right to modify content to fit the space available. Contributions received after the 10th of the month will probably appear in the following issue, if at all. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the author's and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP. Questions, comments, concerns, or great thoughts should be directed to:

Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 e-mail: trstreep@sbcglobal.net

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A LITTLE BS FROM BS

NEWS AND VIEWS FROM
THE BUSTED KNUCKLE GARAGE

BY SNIC BRAAAPP EDITOR BOB STREEPY

THE WINTER DOLDRUMS, IF NOTHING ELSE, provide us with a golden opportunity to simultaneously reflect back on the previous year while at the same time gazing into the future in anticipation of events to come. 2014 was a banner year for the Coventry Irregulars of ISOA. There were social functions, clinics, tours, and car shows abundantly sprinkled throughout the past 12 months. Our resident techspurts, tourmasters, and gracious hosts provided the members of the Illinois Sports Owners Association with a plethora of Triumph related events to choose from each and every month.

Our crystal ball indicates that, in all likelihood, we will be blessed with more of the same in 2015. A cursory glance at the events calendar already indicates that all of the traditional activities that we have enjoyed in the past will likely be on tap in the upcoming year. There

are already tech sessions planned for January, February, March, and April. This month the social highlight will feature our traditional Big Bash/Awards banquet once again held at Moretti's in Bartlett. The event has always been particularly enjoyable for everyone who attends, and we can only speculate that the 2015 iteration will be no different and will provide deserving recognition as well as a few laughs as we look back at the previous year. While specific details for the driving events are still sketchy, we can expect to have a spring, summer, and fall tour, and if history is to be our guide, we can look forward to well-planned drives that allow us to enjoy our Triumphs.

The car show scene will certainly include many of the venues that ISOAers have attended in previous years, such as the Champagne show in Bloomington, the Wisconsin Field Day in Sussex, the Michiana Show in South Bend, and of course, the British Car Union Festival the Sunday after Labor Day. There will be national events in Maryland for TRA this June and for Six Pack in New Jersey this September. Of course, the event that is foremost on the minds of every conscientious ISOA member is the 2015 Vintage Triumph Register national convention set for August 11 through the 14th at the Abbey Resort in Fontana, Wisconsin, hosted by our club. It has been a decade since we last hosted such this event, and many current members of our organization were not around for the last conven-

tion in Rockford in 2005 and may not understand what is involved on the part of the host club. Suffice to say, we would like a large turnout of ISOA members at the convention, so that we can divide the work load among as large a number as possible. The last thing that we want is for anyone from our membership to feel that they were not able to enjoy the convention because they had too many tasks assigned them during the event. Hopefully, that will not be the case. The convention organizers have been at work planning the event for nearly 3 years already, and we hope to avoid any hectic situations that might cause any of us - the organizers included - to get stressed out next August.

The early response for this year's convention has been very positive, and we have already had to increase our block of rooms at the Abbey. Since the initial reaction following our presentation in Dobson, the response has been greater than we anticipated. [It is not beyond the realm of possibility that we may need increase the block once again. If you haven't booked yet, it might be a good idea.]

Hopefully, next January's SNIC BRAAAPP will include a column from your new editor reflecting back on how successful the 2014 convention was and how it was the highlight of yet another great year in the history of ISOA.

Suds

Ed Note: The SNIC BRAAAPP editorial board is currently accepting applications for an editorial intern. Your humble and obedient scribe will reach the mandatory retirement age for editors in 2015, and Newsletter Editor's Guild requires that the current editor step aside in favor of "new blood" this fall. The successful candidate should possess the ability to cloud a mirror using his or her nostrils. While an advanced degree in Journalism or English would be helpful, the board will consider anyone with a preschool certificate of attendance. We will waive the usual drug testing and criminal background check for the first 50 candidates. No experience, talent or skill, necessary. [Why start now?] Starting salary 75% of current editor's with opportunity for rapid advancement. Six months optional free training/mentoring available beyond the 15-minute probationary period. Call Bob Streepy 630/372-7565 to schedule an interview.



MARK ON THE MARQUE

BY ISOA PRESIDENT

MARK "PAINLESS" HATTENHAUER

SHOULD OLD ACQUAINTANCE BE forgot (speaking of that, am I still here? Please say it ain't so), The year 2015 is upon us. Also known as MMXV, 2015 will be starting on a Thursday and is the 2015th year of the Common Era or Anno Domini (AD) designation, the 15th year of the third millennium, the 15th year of the twenty-first century, and the 6th year of this decade. Got It? Yes, it's all that and more. It has been designated the *International Year of Light*. Thus making it a big year for Lucas ...oh wait he's the Prince of Darkness. We won't need him for light this year. According to "Back to the Future II," this is the year the Cubs win the World Series. Stranger things have happened or have they? Get your bets down with Vegas; odds to win are 12 to 1. I'm betting you never see the light of day on that horse coming in. Moving on to more important stuff...

Elvis turns 80 years old on the 8th this month. I can't quite wrap my arms around that, but at 42 when he died, you couldn't wrap arms around him either. Someone try to fit all those candles on his jelly donut birth-

day cake. Big doings this year, ISOA is hosting the VTR at The Abbey in Fontana, Wisconsin, (marking the 50th anniversary of the Spitfire MKII and TR4A). If you haven't signed up for a room yet, you best get on it; rooms at the host hotel are going fast. While you're at it, get yourself registered for VTR at www.vtr2015.com. Check the awesome website and sign up online while you're there.

Let me remind you of just a few memorable dates this month. Again January is *National Stalking Awareness Month*. Someone keep an eye on Rust.

- January 8th marks what would be Elvis' 80th Birthday! Birthday donuts for everyone!

- 12th There will be no celebrations of any kind today...I've made this day a *Moratorium on Holidays Day*. If today is your birthday or anniversary or some other special day...it's been canceled...no celebrating allowed!

- 22nd is again *National Blonde Brownie*. If you know a blonde, share your brownie with them.

- 23rd is *National Pie Day*. Make mine French apple pie ala mode.

- 26th is *National Peanut Brittle Day*. This is always a dentist favorite.

- 27th is *Chocolate Cake Day*. Again I say, let them eat cake!

- 28th is *National Kazoo Day*. And I say, "Blow it out your ear!"

Well, that's my Cliff Notes selections for this month's holidays. I wish you all a Healthy and Happy New Year! TRiumphs rule...again as always in 2015.

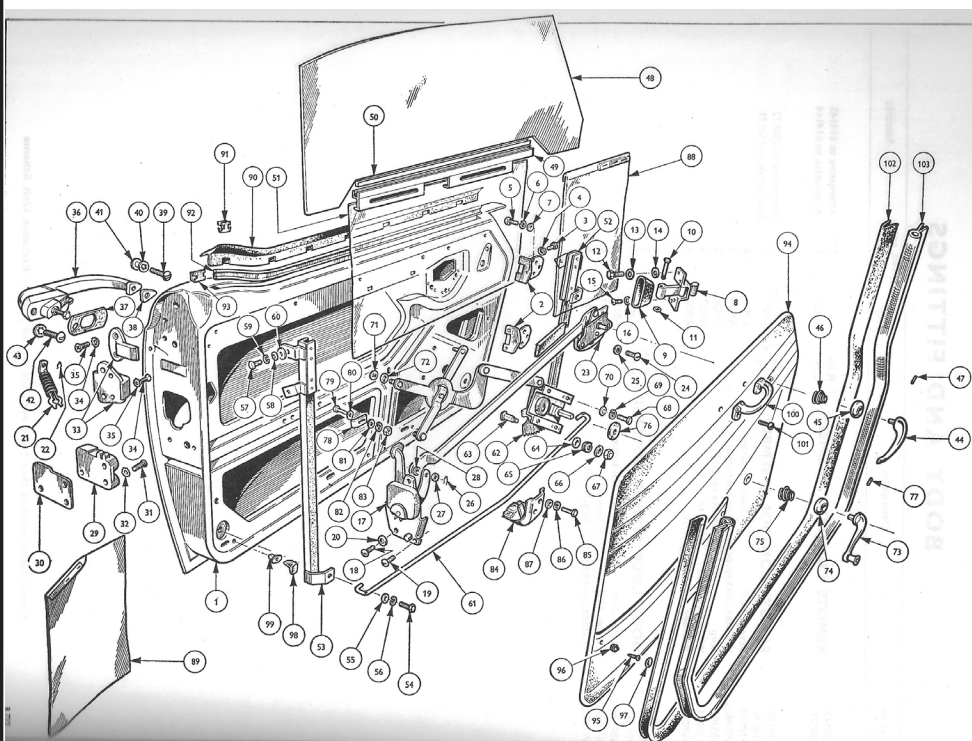
Painless

- Man of the People (the guy sitting back at the bar)



ISOA TECHNICAL EXP-SPURTS

TR2	Al Christopher 773/233-2526
TR3/4	Pat Lobdell 219/942-1263
TR4A/ 250/5A	Steve Yott 262/997-0701
TR6 (Early)	Jeff Rust 815/874-5623
TR6 (Late)	Irv Korey 847/831 2809
TR7	Phil Fox 630/662-7721
TR8	Tim Buja 815/332-3119
Spitfire - [Early]	Joe Pawlak 847/683-9683
Spitfire - [Late]	Rick Paulson 847/669-1030
GT6	Dave Shedor 847 566 0478.
Stag	Joe Pawlak 847/683-9683
Herald	Jack Billimack 815/459-4721
Machinist	Bob Crowley 630/319-7343
General Tech,	Joe Pawlak 847/683-9683



continued from page 1

order at roughly 9 AM. He began the proceedings with a lighthearted reference to installing power windows on the door of the TR3, before he segued into the specifics of TR4-6 door internals. Steve started off with a TR6 door that he had mounted on a purpose-built jig, and he began by demonstrating the proper way to remove the door handles and window winders, along with the interior door panel to expose the internals, which after a half-century or so, frequently need repair and/or adjustment. In short order, Steve effortlessly removed various components from the door's guts and pointed out which are often most likely to break or at least need adjustment. Soon the regulators, window channels, glass, etc., along

with their fasteners, were on the bench, and a totally stripped and gutted TR6 door was on display.



Steve then provided several tips to installing the dreaded inner and outer seals at the top of the door and showed the assemblage some proprietary tools that he had fabricated to make the installation of the troublesome clips much easier. Steve then invited the group to examine the door and its various components up close and personal during the occasional and impromptu breaks.

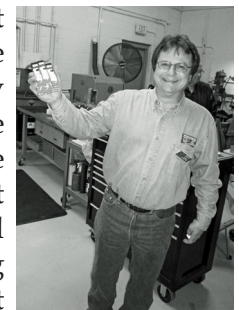
As part of his shop's grand opening celebration, Steve also had assembled a number of door prizes and periodically, numbers were drawn, and the lucky winners were given a chance to select from various

items that Steve had donated to the attendees of the clinic. The big winner was Jim Hussey, who was rewarded for his attendance with a case of Brad Penn 20 - 50 motor oil.

Shortly after noon, the group took a lunch break, and several headed to a nearby deli for a midday repast. While many of the attendees headed home after lunch, a few returned to listen to Steve's presentation on wet liner oil pump issues before calling it a day.



There was unanimous agreement among those in attendance that the time at Steve's new shop was exceptionally well spent. Even those in attendance with experience tearing down and repairing Triumph doors came away from the clinic with newfound knowledge of the process. While many of us have become accustomed to the expertise and skill level of Steve, as well as the other ISOA "tech spurts," it bears repeating that as a car club, we are exceedingly fortunate to have people like Steve with such talent among us, and who are willing to share their vast knowledge with the general membership.





WEEKEND FLING

BY DAVE "RUMPUS" KANZLER

I KNOW WHAT YOU ARE ABOUT TO THINK, and my response is, "Yes, I do have nice friends." My friend "D" let me use his 2014 Porsche 911S (see picture) for a long weekend. He figured I was missing my 2004 911 C4S that I sold in March (see "Bye Bye Love, Bye Bye Happiness" May 2014). I was reluctant at first to accept his generous offer, but I thought, "What the hell, life is short."

Sweet Jesus, what a car. I drove it from Lewis University Airport up I355, and it was incredible. That night I reluctantly traded it for my 1974 Triumph TR6 to go over to the Downers Grove Cruise Night. I was tempted to take the 911S, but I've been bitching for ten years about late model cars taking up spaces at the DG Cruise night, so I couldn't be a hypocrite.

I drove it on Saturday to Belmont

Harbor and took Lower Wacker to/from LSD and felt like I was in a Batman movie. I took it to my Sunday morning 6:07 am tee time at Oak Brook Municipal. Mike from my foursome asked me how it compared to my Triumph TR6. Ever the prudent one, I said, "Driving a TR6 is like making love to a beautiful woman who you have been married to for 30 years. Driving this car is like making love to two Victoria Secret models in heat."

Joe from my foursome, ever the trouble maker, said, "By that logic, if you would cheat on your TR6 with a 911S, would you cheat on your wife with two Victoria Secret models?" In response, I told Joe the story about a guy I worked with who had cheated on his wife and was getting divorced. He advised me that it was ok to cheat on your spouse as long as you can face the consequences WHEN you get caught. "Not if, but when." This led to a typical guy discussion on whether any woman met the "One Timer" standard. As in, "She is so hot you would risk 1/2 your net worth, 30% of your adjusted gross income, and seeing your kids on the weekend just to make love with her once." So I told Joe while this car met the car-equivalent of that standard, two Victoria Secret models

wouldn't make that standard for me, but maybe Mary Ann plus Ginger, no strike that, Mary Ann plus Jeannie would meet it. Unfortunately, my wife would not be as understanding about sharing our bed with Mary Ann and Jeannie, as my TR6 was about sharing the garage (see picture) with the 911S.

The alert reader will remember that one of the six reasons I sold my 2004 911 C4S was that driving the car raised my "asshole" quotient 50%. I was taking my cooler out of the car at Belmont Harbor and a guy walked by and said, "Is that your Porsh?" I could feel my asshole quotient rise and was about to raise an eyebrow and sniff, "It is pronounced Porsch-sha." But my cruise night TR6-Big-Lebowski vibe still had enough left in the tank to mellow me out, so I didn't say that. But not mellow enough for me not to want to mess with the guy a little bit, so I said, "I borrowed it for the day from my 87 year old mother - she's a wild one," and I walked past him and his quizzical look.

Well Monday came, as it must, and I drove the car over to "D's" house and thus ended my weekend fling. And if you must ask, yes, it was a proper, with a clutch, and a manual transmission. A seven speed to be exact.



Rumpus

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 a one time signup fee, which 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



#0096 After 6 coats of top coat paint

PART 5: THEY CALL ME MELLOW YELLOW
JOE "STAGMEISTER" PAWLAK

*I'm just mad about Saffron
 Saffron's mad about me
 I'm just mad about Saffron
 She's just mad about me
 They call me mellow yellow...
 Donovan, 1966*



#3013 Epoxy bare metal applied to body tub

THE FIRST QUESTION I ALWAYS GET asked, "Why did you pick that color?" To set the record straight, I did NOT choose that color; some artistic genius in the engineering or marketing department chose that color. Literature, build certificates, magazine pictures and even auto show program books show the LD2 Stag in Saffron Yellow, hence it

needs to remain. Had this been any run of the mill Stag, trust me, it would have been another color. Yes, I'm mad about saffron, too!

Previously, repairs were done to the sheet metal of the Stag. This included hours of time bumping out dents, replacing damaged sections and filling minor imperfections. At this stage, you literally have a patchwork view of repaired body work and bare, yet prepared metal. "Metal prep" is a solution that is applied to sanded sheet metal to keep it from flash rusting. It also aids in an initial level of corrosion protection, too. This is the stage where you can put the first coat of primer on the car. There are actually 3 types of primer I will apply. Pay attention as this is why you pay someone thousands of dollars to paint a car.



#3001 Primer surfacer on the body tub

The tools and materials used for this project are pretty specific. First, the materials. I am partial to the PPG paint product line. They are easy to use, have a wide range of applications and are readily obtainable by suppliers in the area. LD2 will be color painted using PPG DAR, which is an acrylic enamel paint. Primers will be DP40LF Epoxy, Prima K36 and, of course, all of the reducers and catalysts needed to get the paint and primers activated. All automotive paint is 2 part, which means it requires a catalyst or hardener to activate, just like epoxy glue. All of this material is applied using a HVLP system, which uses a turbine high volume air supply through a 3/4" hose. No oil or moisture to worry about. The gun has several interchangeable needles and tips for the type of paint you are spraying. Larger diameter is for primers, and the smaller, finer patterns are for your top coats.



#141 Primer surfacer applied to bonnet

The biggest hassle for the amateur auto painter is the facility. Unless you have a paint booth, you are bombarded with temperature, humidity, dust and bug control risks. With temperature, you have a little leeway with a range of reducers which control drying rate. A lower temp reducer will speed up the drying time; a higher temp, slows it down. But be careful! Too fast a drying time, and you get orange peel. Too slow, you risk paint runs if your application techniques are not proper. Humidity is pretty much what Mother-Nature dictates, and the days you paint need to be below 75%, preferably drier. Any higher than that, and the paint will splotch all over your hard preparation work. The dust is minimized by filters and a fan to provide positive pressure in the windows, plus water on the floor to keep and collect any dust down there. Bugs are minimal in spring and fall, and the big

issue with them is when they land in the wet paint. They don't die quickly, and they do a Bataan Death March across your paint, leaving legs and body parts along the way making a crater in the finish with their remains. A lot of things are against you.



#144 Primer surfacer block sanded on front left wing

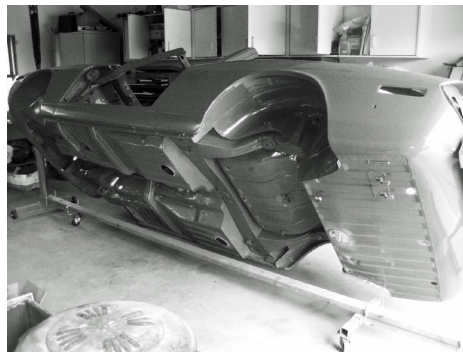
The first primer down is known as the epoxy coat (DP40LF). This primer is designed to be applied to bare metal. It is very hard, durable, corrosion resistant, yet not very sandable. The other reason for this primer is that it provides a base on which the next primer can adhere. Just in case some smarty pants out there says to use "self etching" primer, don't bother. That primer is for the latest body panels that have been treated with anti-corrosion materials. The British auto industry never did buy into the myth of anti-corrosion, so you will certainly not need that kind of primer on any Triumph.



#3016 Seal coat applied

The next primer is called the "primer-surfacer" (K36). This is a soft, high solid type of material that is excellent to sand and is the biggest factor in making your car look smooth. You usually start out with a good 3 coats, and you would be using your larger spray tip/nozzle on the spray gun. Once dry, you begin the blocking process. First,

I apply a "dry" guide coat from 3M. You then follow up wet sanding with either 220 or 400 depending on what is needed in a particular area. The guide coat quickly shows you high and low spots that can either be blocked away by additional sanding or require some additional finish filler. You should not be needing much filler at this point. If you do, then you did not do a good enough job smoothing things out prior to priming. The primer surfacer and the epoxy primer have contrasting colors, so if you end sanding down to the epoxy coat, you will see that color starts to appear. Stop and sand no more there. No worries, you usually end up doing several sessions of reapplying additional coats of primer surfacer and repeating the blocking process. Once done, you should be really close to having a great smooth surface for your final topcoat.



#0103 Under carriage painted

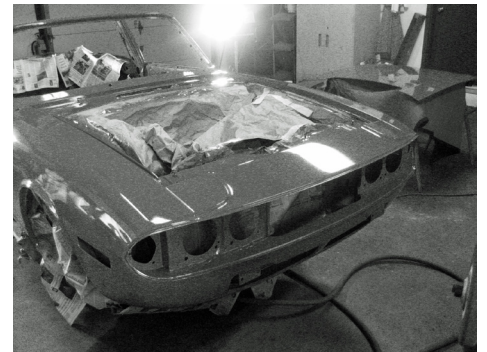
While you can certainly paint the color over the soft primer surfacer, you get better results applying a seal coat primer (DP). For those who do woodworking, this is similar to applying a sanding sealer to wood, especially "soft" woods (note the key word - soft). The sealer gives a consistent color across the whole car much like a sanding sealer would do the same for stain. Once the seal coat goes on, you are pretty much committed to go for the color coat. Seal coat is not sandable, and there is very little you can do with any "fixes" without sanding it entirely off, as this would cut into the primer surfacer.

The final color topcoat painting of any car is somewhat anticlimactic. Many, many hours have transpired before this moment, and it ends with just a couple of hours spraying color onto the body. Saffron Yellow, as with some other yellows, does not have a lot of solids in



#109 Body "Schutz" undercoating applied

it, so it requires many coats. I used up a whole gallon and still needed more to get the coverage needed. Unfortunately, the second gallon was not a 100% match, and you could see an ever-so-slight shade difference if you caught the light at a particular angle. It required me to do a scuff of the entire car, and then I shot two additional coats. Problem solved and the paint looks awesome! I used 1.75 gallons of saffron yellow, but that also was needed for the engine bay, boot, underside and interior. This was \$700 plus in paint alone! Next on the list is to fix some dust bits and final buffing, which will occur later on. For now, a big chunk of the car is now complete. There is more to painting than this, but hopefully, you get an idea of how involved it really is.



#0328 The final two top coats

Hours: 44.0

Dollars Spent: \$1014.74 for 2 gallons of Saffron Yellow Urethane, reducer, activator and various primers.

Total Hours: 90.5

Total Spent: \$1836.42

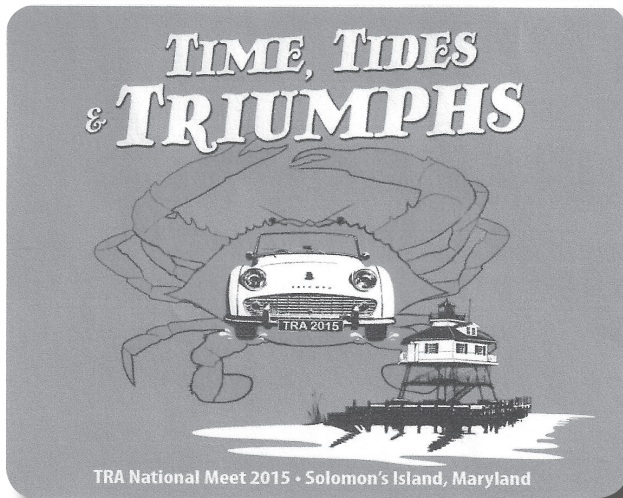


VTR 2015 - Fontana, WI

2015 VTR National Convention
The Abbey Resort - Fontana, WI
August 11-15, 2015

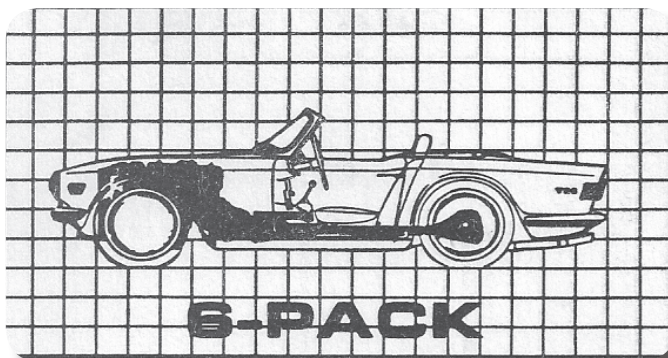


January 10 - Electrical Troubleshooting Clinic. At Ron Danihel's shop in Lemont. 11235 McGuire Parkway. Unit #31 (not #33 like last time). Be especially careful crossing the railroad tracks - no gates or signals. Arrive after 8:00. Starts at 9:00. Joe Pawlak asks people to bring their test meters. Bring a chair. Sign up at January meeting or let Ron Danihel (708-935-6464) or Jack Billimack (815-341-2810) know you plan to attend.



TRA National Meet 2015 • Solomon's Island, Maryland

2015 TRA National Convention
June 16-19
Solomons Island, Maryland



2015 TRials
Sept. 10-13 - Galloway, New jersey



2015 ISOA

BOARD OF DIRECTORS

The following members were elected at the November meeting to serve as the 2015 ISOA Board. Individual offices will be determined at the January board meeting.

- | | |
|-------------------|--------------|
| Jack Billimack* | Bill Jensen |
| Tim Buja* | Kim Jensen |
| Mark Hattenhauer* | Denny Stock |
| Jay Holekamp | Bob Streepy* |

Roman Hrynewycz*

* Past President



BIG BASH 2015

WHAT: The Annual ISOA Party & Awards Night

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

WHEN: Saturday, January 24th, 2015
(6-7PM) Hors D'oeuvres with Cash Bar



Dinner 7PM -Main course:

- Family style replenishable with salad, potato, vegetable, rolls, dessert, coffee or tea

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

The cost for the Bash is only \$35.00 per person. You may also pay your 2015 dues with the same check. EG - two dinners @\$35.00, plus next year's dues @\$35.00 = \$105.00. Make checks out to ISOA. Complete and detach the form below and bring it to the Dec. or Jan. meeting or mail to:

KIM JENSEN, 903 LILAC LANE, JOLIET, IL 60435



Name _____

Name _____

AN ODE TO 2014

BY BOB "SUDS" STREEPY

Let's bid farewell
To old twenty fourteen
A year unlike any
We've ever seen

"Life's a Beach"
Was the theme of the New Year's Rally
And none of our Triumphistae
Got lost in a Chicago alley

One year ago the ISOAers
Plunked down their cash
And went to Moretti's
To attend the Big Bash

Yott's's cutaway trans
Was displayed at the swap meet
And nobody's fingers
Were ground into hamburger meat

There were clinics galore
On tranny's, dizzys and hubs
Plus carbs and wiring
And the hosts served lots of good grub

Rainman and Smokey
Hosted the Chili fest
Spuds' Possum Surprise
Was voted the best.



We took our Triumphs
On tours near and far
Except for the Screamer
Whose clogged filter disabled his car.

Rusty Galore travelled to Elkhart
To race in the series called Chump
And that new Ford Focus engine
Proved to be one hot lump

In June of last year
We went to Black Hawk Farms
Denise had the ladies FTD
And she finished her laps without any harm.

Two groups of ISOAers
Went to Ohio for TRA
Joe Felix lost an oil pump
So onto a trailer went the TR4A

Quite a few Coventry Irregulars
Took in a flick at the Cascade
But when they started the 2nd movie,
Few of them stayed.

To show the world that ISOA's got
class,
We went to Ravinia in Highland Park
Maestro fired off his cannon
But the third shot had no spark.

Last August the Daily Herald
Designated their car show at Randhurst
Triumph Night at the Mall
Having our own cruise night was an
ISOA first

In August, as we do every year
We headed to Sycamore for the stock
car race
A Pontiac won the "Run What You
Brung"
And in the Derby, a GM wagon took
first place

In July we took a tour of in the country
Organized by Denny Stock
It included a Turnabout Picnic
And we drove each other's cars 'round
the block

BlonderHill Fest took place in the Wol-
verine state
There was bourbon, wine and beer
And on Sunday morning
Stalker's recall of Saturday was none
too clear

In September the BCU show
Took place in the Harper lot
The weather was nice
When we left, there were some new oil
spots



The last big car show for 2012
Took place at Col. McCormick's do-
main
Hundreds of cars showed up
Despite calls for a chance of rain

On the Fall Color tour
Kim Casper planned a tour of rustic
roads
We followed some routes of next year's
VTR rallies
That took us through scenic Wisconsin
hills and valleys.

Last September in North Carolina
We attended the VTR convention
And the Tail of the Dragon
Tested our Triumphs' suspension

The Six Pack Trials took place
In Oxford, Mississippi
Our group had a good time
Even though the weather was drippy

There were many other events
too numerous to mention
But this year we must turn our atten-
tion
To our 2015 VTR Convention

So now I conclude my little verse
Let's hope 2015 is better, not worse
Let's raise a glass to our favorite car
If you should break down, we hope
you're near a bar



To our Triumphs
While they leak, rust and/or spark,
Heed the words of Joe Lucas who said:
"A Gentleman does not motor about



DECEMBER 2014 MEETING

NOTES

BY ROMAN "JR." HRYNEWYCZ



THE DECEMBER MEETING OF ISOA was called to order in typical fashion by President Mark Hattenhauer precisely at 7:10. The first order of business for the evening was to introduce all of the board members in attendance. Once Mark had concluded the introductions, he asked for any new members or guests to make their presence known. There were no new members or guests in attendance. With that out of the way, Mark moved on to ask about new acquisitions and project updates. With much enthusiasm Tim Mantel told the members about his purchase of a 1976 TVR 2500. Even though not a Triumph, it shares many mechanical systems with the TR6 such as engine and transmission to name just two. Next, Joe Pawlak gave a brief update on the re-assembly progress of the LD2 Stag. Mr. Bill Jensen was proud to announce that he has resumed work on his TR3. Matt Krajniak has begun the dis-assembly of a 1971 TR6. Burns Rafferty had delivered his wife's Spitfire engine to Steve Yott at the Silver Lake Triumph Centre for a much needed refresh. Lastly, Tim Buja told the attendees that he has re-covered the seats from his TR8.

Next, it was time to recap all of the events which occurred in the month leading to the meeting. Alas, it is that time of the year where we are stuck inside with no driving scheduled so there was but one event. Bob Groman gave the group his impressions of the lone event, which was the door innards clinic held at Steve Yott's shop.

Mark then handed the floor and microphone to Jack Billimack so that he could inform us of all of the upcoming events that are currently planned for next year. The list is quite extensive as usual. Keep reading these pages for a schedule of all that there will be to do.

The most important agenda item for any December meeting is the election of the Board of Directors for the following year. This took place after Jack's segment. Ballots were handed out, turned back in and the results tabulated. No ID was required to vote, and anyone who was breathing could participate. The 2015 ISOA board will be comprised of; Jack Billimack, Tim Buja, Mark Hattenhauer, Jay Holekamp, Roman Hrynewycz, Bill Jensen, Kim Jensen, Denny Stock and Bob Streepy. Congratulations to all.

After announcing the results of the election, President Mark had the newest board member Denny Stock draw the winning number for the monthly raffle. By sheer coincidence, the winning ticket drawn belonged to me.

It was then time for the monthly award nominations. As usual, first up was the Peter M. Roberts award. Your substitute scribe led the way by nominating Doug and Debby Larson for all of their effort in planning the trip to the VTR convention in Dobson, NC. Not only did Doug plan the routes, but Debby made reservations for accommodation along the way. Next, Joe Pawlak nominated Kep Preble, Rick Paulson, Don Sheldon and Mark Hattenhauer

for coming out to the Hampshire Triumph Ranch to help with the installation of the LD2 windshield. Burns Rafferty nominated Bruce Campbell for taking time out of his busy schedule and the use of his box truck to get the afore mentioned Spitfire engine north of the cheddar curtain to the Silver Lake Triumph Centre, Steve Yott proprietor. The winners of the prestigious award were Doug and Debby Larson.

All that was left for the evening was the Boomer award. Joe Felix began the process by nominating Jack Billimack for miss-diagnosing trouble with the hazard lights on his TR6 that required several months to solve. Then Jeff Rust told us a story of his trip to the 6 Pack Trials in which he conveyed an incident that included him running over the tread from a truck tire and former ISOA member Mark Anderson of Michigan striking it. He wanted to nominate Mark for running into the debris and not checking the damage caused right away. For a fuller account of the incident, be sure to ask Jeff when you next see him. After some discussion of eligibility Mark Hattenhauer nominated Jeff Rust for running over the debris that damaged Mark Anderson's car and for nominating a nonmember for the award. In the end Jeff Rust was unanimously presented with the bent wheel.

With no new business, Mark Hattenhauer adjourned the meeting at approximately 8:30 PM.

Junior

Ed Note:

Our deepest thanks to Roman for filling for your ailing humble and obedient scribe who was suffering from the flu the night of the Dec. meeting..



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*

•**For Sale:** 1971 TR-6. Red with white top and interior. Needs throw-out bearing and battery. Runs well and has very low miles on newer tires. Asking - \$3500.00. Contact Steve Bailey @ 847-269-0122 if interested. [11/14]

•**For Sale:** 1958 Triumph Early TR3A, starts easily, runs well, good oil pressure. handles well. Needs front end work. solid body panels. Rust in front corners of the floorpans, battery box, lower left rear wheel well. Can be driven & enjoy or a good restoration candidate. Many new and rebuilt parts included. Fresh tires. Good top with original side curtains and tonneau. Burgundy red. Asking \$8400. Contact Kevin at 630 200 9015 or kcampo@ford.com [11/14 - not an ISOA member]

•**Wanted:** worn out Triumph, ISOA, VTR, TRA, 6 Pack etc. t-shirts for use in quilt for VTR convention raffle. Bring to Dec. meeting or contact Bob Streepy - ph. 630/263-7565 trstreep@sbcglobal.net [11/14]

•**For Sale:** Triumph Stag 1972 Mark I. 4 speed manual w/ od. Wire wheels. A/C. Pwr windows. Adjustable steering column. Radio. Blue exterior/blue top/blue carpet & interior -. 76,000 miles. No rust/shiny paint & chrome. Good tires. Lots of new parts. Triumph Stag 1973 Mark II Automatic Trans. Original mint condition mag wheels. Hard top. Pwr windows. Adjustable steering column. Sienna Brown. Brown interior. Needs soft top redone. Small crack on dashboard. Minor mods for better drivability & cooling. No rust - shiny paint & chrome. Good tires . Lots of new parts. 54,000 miles. Looking to sell or to obtain indoor storage. Enthusiasts or interested parties, Jeff @ 630/881-6222 or molecularcontrol@yahoo.com [12/14 - not an ISOA member]

•**For Sale:** 1959 TR-3A. I have owned it last 35 years- No accidents - Spoke wheels - 85,700 miles - Spin-on oil filter - Spare starter - New dash knobs, not installed - Car has been sitting last 3 years - starts easily. - Needs brake job - Clutch fixed 3 year ago - Needs interior work - Asking \$10,000 - For further info call Randy Ahlgrim 630-847-1975 [01/15 - not an ISOA member]

•**For Sale:** 1980 Triumph TR7 Spider: Relocation means I have to sell this project. Mechanically done and body work has been started; have sheet metal for most of remaining body work. New: fresh motor, carpet, rear bulkhead cover, top, floors, springs, shocks, brakes, exhaust, subframe (front cross member), battery. Pics available on request Price: \$3200. Phone: 262-339-9245; email: ehusmann720@gmail.com; Ernie [01/15]



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

- | | |
|-------------------|-------------------|
| Brian Peek 1/04 | Kepp Preble 1/11 |
| Dave Lushin 1/04 | Mike Konopka 1/18 |
| Jeff Rust 1/08 | Dave Zink 1/18 |
| Joe Orga 1/08 | Dennis Hill 1/22 |
| Josh Mann 1/10 | Rick Paulsen 1/23 |
| Kathy Pawlak 1/11 | |

ISOA Membership Counts
173 memberships - 231 members



Snic Preview

Coming to a sleazy newsstand near you in your February newsletter

- Outer Drive New Year's Day Rally
- Original Artwork by Larry Brown
- LD2 Part VI
- VTR Update
- Rumpus' Ravings

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

Bradaapp

THE REAR VIEW MIRROR - THINK SPRING

JANUARY 2015

