



SNIC BRAAAPP

FEBRUARY 2015

Vol. II Issue No. 512

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,
the Triumph Register of America, and Six Pack*

NEW YEAR'S DAY RALLY

TEXT BY JACK BILLIMACK AS TOLD TO BOB STREEPY - GRAPHICS BY THE AUTHOR AND PETER CONOVER



THE 61ST ANNUAL "HAPPY HEROES HOLIDAY HANGOVER Hassle Rally" or maybe the 62 or 63rd, nobody really seems to know for sure, took place on New Year's Day in and around the Windy City. Approximately 2 dozen cars participated in the 2015 edition of this long-established activity which, rumor has it, was begun by bored - and/or over served - World War II and Korean War veterans who decided to capitalize on the lack of traffic in Chicago on New Year's Day. Legend has it that a group of former Air Force pilots and sports car owners conspired to hold a rally in order to zoom around the concrete canyons of the city of broad shoulders on the one day of the year where they estimated the traffic would be the least likely to impede them.

This year's event began at Northerly Island at roughly 11 AM and included half a dozen Coventry Irregular vehicles, although truth be told, none were actually Triumphs. Veteran participants unanimously agree that the objective is to finish second in the event, since the first-place finisher is responsible for planning the following year's rally. This year's theme was "Made in Chicago," and featured sites at which various famous products originated. The rally sheet included some 70 questions, and the participants were given a maximum of three hours to complete the questionnaire. It should be noted that cheating, while often frowned upon in some circles, is strongly encouraged at this event, and the use of cell phones certainly enabled participants to

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INSIDE YOUR FEBRUARY

SNIC BRAAAPP

- LD2 Part VI
- Rumpus on EBay - Part II
- Larry Brown Artwork
- Valentine's Day Collage
- Electrical Trouble Shooting Clinic

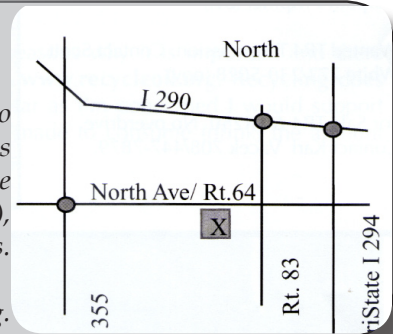
Lots More Stuff



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.



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
Feb.	8*	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	21	Sat.	8:00 AM	Diff Clinic - Holekamp's - 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]
	14	Sat.	8:00 AM	Carb Clinic - Jensen's, 903 Lilac, Joliet
	15**	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]*
	18	Sat.	3:00 PM	Chili & More - Morgan's, 4N154 Thornapple Rd., St. Charles
	25	Sat.	8:00 AM	Distributor Clinic - Pawlak's, 14N640 Engel Rd., Hampshire
	31	Tues.	3:00 AM	73rd Annual ISOA House on the Rock Spring Tour
May	3	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	9	Sat.	8:00 AM	Tune-Up Clinic - Fisher's Shop
	14-17	Th.-Sun.		Kastner Cup - Summit Point Raceway (Summit Point, West Virginia)
Jun.	7	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	16-19	Tues.-Fri.		TRA National Meet - Solomons Island, MD
	21	Sun.		Wisconsin British Car Field Day - Sussex, WI
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 & Convention Center, Fontana, WI

* Not the first Sunday

**Note: Date Change!!

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

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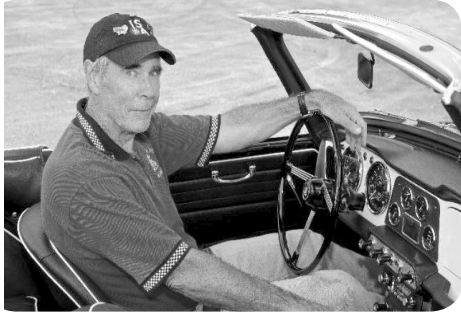


A LITTLE BS FROM BS

NEWS AND VIEWS FROM

THE BUSTED KNUCKLE GARAGE

BY SNIC BRAAAPP EDITOR BOB STREEPY



THERE ARE FEW MORE PLEASANT ways for the diehard Triumphistae to pass a cold winter's evening than by allowing his mind to gently drift back through the wormhole of time and reflect on driving seasons past. In the midst of the winter doldrums, your humble and obedient scribe recently did just that and took a mental trip down memory lane in his TR4 back in time to that antediluvian year known as 2014. During the early spring, we generated a list of "issues" that various concours adjudicators had observed on our TR4 that were deemed inappropriate. We decided to address these various faults, several of which were quite frankly very subjective, with the capable assistance of Steve Yott and Jay Holekamp. While some of the niggling minutiae that had resulted in a few tenths of a point deduction would certainly seem inconsequential to any rational individual, we have never been accused of being overly sensible, and we pressed on and reconfigured some clips, changed a few wires and cables, and tweaked various and

sundry other bits and pieces that to the untrained eye accomplished virtually zilch. At about this time, our friend Gary Andriano [the master craftsman who expertly performed the body and paint work on the car] also suggested that a "water and buff" was perhaps in order, since the finish had become, at least to his expert eyes, somewhat uneven, and we willingly consented to allow him to take custody of the car for a few days to work his magic.

Apparently, our anal-retentive efforts resulted in the additional fraction of a point that proved to be the margin of difference and enabled Lamont (as in Cranston - not Sanford) to receive a best of show award at the national TRA concours in Ohio with 98.84/100 points. These same efforts apparently did not go unnoticed at the Geneva Concours, where the TR4 received a Benz award for its class. The VTR judges in Dobson also seemed to take note of these minute tweaks and awarded the car 398.5/400 points in the 2014 Concours. The attention to detail appeared to pay off. On top of that, renowned Triumph author and former competitions team manager Graham Robson, who served as guest of honor at the Dobson convention, singled Lamont out as the Triumph he would most like to take with him back to the UK. All in all, not too shabby, especially in light of the fact that Lamont made the trek to these events under its own power, as opposed to the cars that showed up in [and spent most of their time inside of] enclosed trailers.

In horseracing, a colt that wins a Triple Crown is generally rewarded for his efforts by being put out to stud to lead a life of leisure nibbling on carrots and oats and servicing mares. I'm not sure what the automotive equivalent to such an existence might be, but whatever it is, Lamont is clearly headed in that direction. While we still plan to display the car and will try to keep it presentable, our obsessive compulsion for period correct originality will no longer drive us to the verge of neuroses. [I've read *Moby Dick*, and I don't want to be known among the Coventry Irregulars as "Ahab."]

I once heard a venerable car guy say, "We restore 'em to hundred points, and then we drive 'em down to 75." I think that will be my philosophy for the foreseeable future. At any rate, 2015 will likely see Lamont and me heading to a couple of national shows but with a considerably more relaxed attitude toward the passionate pursuit of concours perfection. As my old buddy Vinnie "The Ratchet" one sagely observed, "Them wheels is round for a reason." So using his words of wisdom as a mantra, I'm going to drive the old boy, but if a little dust accumulates on the upper control arms or if the trunions build up a smidgeon of grunge, your humble and obedient scribe is not going to lose any sleep over it.

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.



THE ROAD TO THE PRESIDENCY BY ISOA PRESIDENT DENNY "SHOWROOM" STOCK



As told to the late Peter Jennings of ABC's World News Tonight (cue the music)

• November 2nd, ISOA meeting: *The Nomination-*

Unable to attend, my campaign manager (didn't know I had one) Jack "Spuds" Billimack nominates me to fill one of the vacancies on the ISOA Board.

• December 7th, ISOA meeting: *The Vote-*

Up against heavy competition, the election results are in, and my nomination is confirmed. (Despite contesting, a recount is not performed or even considered).

• January 4th, 2015 ISOA Board meeting: *The Vote, Duex*

A replacement for the outgoing President, Mark "Painless" Hattenhauer is the first order of business. By a unamou vote, (despite contesting, a recount is not performed, or even considered) I am elected President and utter the words, "God help us all" (not to be confused with the Tiny Tim oration of "God bless Us, Every One!").

So there it was, faster than a shot gun wedding this side of the Mason Dixon line, in like Flint.

Later that evening back at the ranch... the conversation goes something like this (as fictitious as it is):

Mr. President (aka MP): Hi honey, I'm home.

Darling Wife (aka DW): How was the meeting?

MP: well, you're lookin' at the new President

DW: Really? (Nice vote of confidence)

MP: Yep, I'm the main man, the head honcho, the guy carrying the football. A bit concerned though, still waiting for my security detail.

DW: Wow, security, sounds serious. Are there any benefits that go with such a power welding position, vacation days, healthcare, expense account perhaps?

MP: Not really. Although, I tried to get an all expenses weekend at Coventry.

DW: Wow, I love England!

MP: Well, not exactly, I meant Pennsylvania

DW: Pennsylvania?

MP: Oh yeah, home of the world renowned The Roadster Factory. They have a B&B named the Coventry Inn. I knew you'd like it.

DW: Ok, I guess if they're buyin', we're flyin'.

MP: Well, not exactly. The board wouldn't go for it. In fact, got shot down for just about any benefit I could think of; Sunday meeting transportation via the ISOA Carrier Jet, excursion on the *Titanic*, tickets for the House on the Rock tour in April, even went for a simple gas reimbursement. Got shot down for all of them. As a last resort, I asked about a getaway at the famed Snicc Braapp Towers, but to no avail.

DW: Well that's ok MP. (love it when she calls me that.) The main thing is that you have a job. MP: Ya know, you coulndn't be more correct. In fact, a job with the best little Car Club around..... So that's my story, and I'm stickin' to it!

And now, a word from your sponsor, ISOA.

NEWS FLASH!! In case you haven't heard, VTR is offering a Two Year for the price of One membership special for all those who are currently not a VTR member. This special offer ends February 28th, 2015. So save \$35 bucks; you know you wanna go. But wait, there's more (well, not really). Remember, if you want to partake in the fun in the sun in the car called TR, Lake Geneva is for you, and you need to be a member to go. It's simple. Just go to "vtr2015.com" and register. Once VRT receives your registration, you will receive the 2 year for 1 membership. So don't delay, do it now, save big and have a great summer event to look forward to! An ISOA production.



ISOA TECHNICAL EXSPURTS

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

MEMBERSHIP SPECIAL

JOIN VTR BEFORE FEBRUARY 28, 2015 AND GET TWO YEARS FOR THE PRICE OF ONE!

(Valid for new members only.)



PART II

BY DAVE "RUMPUS"
KANZLER

IN AUGUST 2008, I WROTE AN ARTICLE FOR this newsletter entitled, "Buying and Selling a Car on Ebay." The title is pretty self-explanatory. I can only assume that notification of my Pulitzer Prize for that article got lost in the mail, but meanwhile, I have been selling a lot of stuff for various "cleaning house" reasons. While I generally love Ebay for the market access, it does have its frustrations in the "you can't fix stupid" category. So, rather than get a gun and shoot my computer screen out of frustration, I thought I would vent in print, and my fellow Ebay'ers could share my pain.

Question: What is your reserve price?

Answer: \$140

What I wanted to say: "The description on the item said, "\$140 reserve price, can't you freaking read?"

Question: How much to ship to zip code 99445 for UPS and FedEx?

Answer: \$274 and \$254

WIWTS: I said, "Local pickup only unless you arranged for shipping," and I gave you the weight and box dimensions. I am not your freaking secretary; figure it out yourself. WTF.

Question: Do you have a "Buy it Now" Price?

Answer: No

WIWTS: Did I put a "Buy it Now" price on the listing? And seriously, two hours before the auction ends, when the bidding is hottest, I'm going to suddenly offer up one. Get a clue.

Question: Will you consider a trade?

Answer: No

WIWTS: I am trying to get rid of this shit.

Why would I want to trade shit for more shit.

Question: I have cash. Would you consider \$12k?

Answer: No

WIWTS: Yes, I will sell a low mileage 2012 Ducati 1199S for 1/2 what it is worth because you have cash....please don't contact me again.

Question: Does that fuel line/connector work with a 1988 40 HP Evinrude?

Answer: I looked at the West Marine catalog, and there appears to be only one type of connector.

WIWTS: How the f**k do I know? Look it up yourself.

Question: Is the hose rotted? Is the bulb cracked? Does it work?

Answer: No, no, yes in that order.

WIWTS: Seriously? I said it worked, I said it was in good shape, and I took 5 freaking pictures of a stupid 7 foot fuel line with Gallery Plus so you can zoom in. I have 100% positive feedback with 190 transactions, but I'm trying to screw people out of \$20 by selling them a rotted fuel line.

Question: Shipping looks high. Can you ship in a USPS flat rate large box?

Answer: No, it won't fit.

WIWTS: Are you freaking kidding me? Does it look like it would possibly fit in a USPS flat rate box? How are two 12 foot long metal throttle and shift control cables with a control handle going to fit in a box that small? These are \$789 new for the control alone. My starting bid is \$39 ,and you are worried about a few dollars in shipping?

Question: How far a drive is it to where you live for the local pickup?

Answer: The listing says I live in Oak Brook, IL, and you didn't tell me where you live, so

I don't know.

WIWTS: As above, preceded by, "Moron" and followed by, "Google it."

Question: What year is it?

Answer: 1995

WIWTS: Genius, the "1995" in the title of the listing is generally understood to denote the year of manufacture.

Question: What size are the tires?

Answer: Please read the detailed description and the picture of the original invoice listing tire size as well.

WIWTS: Please don't bid. You are too stupid to use Ebay.

Phone Call: This is Detective (name redacted) from the Crete, Illinois, police department. Were you selling a 2012 Ducati on Ebay?

Answer: Yes, but it didn't sell.

Phone Call: So, you didn't contact anyone about selling the bike "off ebay" after the auction closed and then accept a \$5,000 wire transfer to an overseas account?

Answer: No, my listing specifically said I would only use PayPal. What is this all about?

Phone Call: It appears that somebody appropriated your listing and then scammed someone out of a \$5,000 deposit.

Answer: Holy Shit.

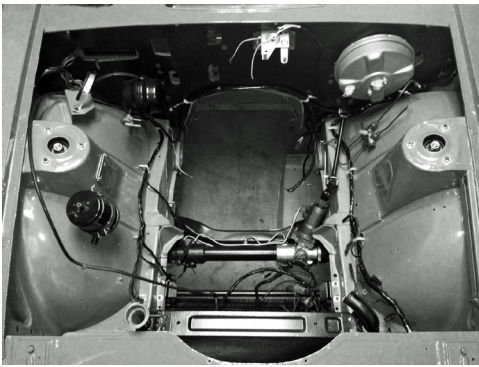
WIWTS: Holy Shit.

The bottom line here folks is that Ebay is a great marketplace for buying/selling things, but be prepared for the "can't fix stupids" of the world.....

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

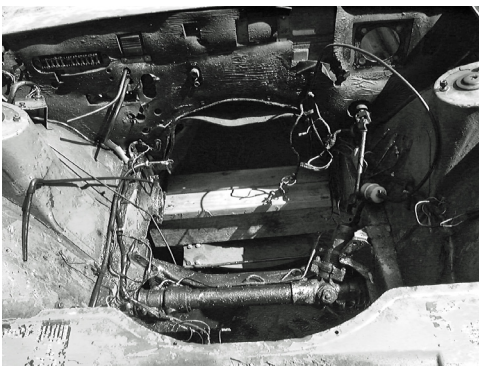


Engine bay - after

PART 6:

SUSPENDED ANIMATION JOE "STAGMEISTER" PAWLAK

AS WITH ANY RESTORATION, THERE are not many redeeming qualities of 45 year old components. Suspension and brakes are no exception. Seized calipers, struts devoid of damper oil, bushes that are either dry rotted or a gelatinous glob with a bolt running through them are the rule. There are a few items that are salvageable, but for the most part, you are replacing everything that moves up, down, left and right.



Engine bay - before

For many Triumphs, there are a myriad of suspension upgrades that can be applied. The Stag does not share a wide variety of upgrades unless you start getting into custom modifications. Because originality is key here, custom modifications are not planned. The only upgrade that will occur is a changeover to urethane bushes. This has less to do with obtaining a limited amount of performance increase but more to do with long term preservation. About 20 years ago when I did the restoration of our 1965 Spitfire MKII, there were very few bushing options available other than the standard rubber ones. Forward to the

present. I am seeing a deterioration of those components in the Spitty, and they will soon require replacement. Doing things over again is not my idea of fun.

Unlike the TR6 where rear box sections rot and collapse, the Stag has a couple of weak areas but nothing that compares to requiring extensive frame repair. One area needing attention is in the box sections, but it is where the two halves are bolted together at the input side of the differential. The four bolts that hold this together, mount 3/16"



Front suspension - before

steel plate to 16 gauge sheet steel. The holes in the sheet steel become elongated, which eventually affects the rear camber in a negative way, which is not a positive trend. The repair is simple by drilling out the holes and installing 1/2" tubes through the box section. This allows the surface area of the bolt to be distributed across the tube rather than just the edges of the sheet steel.

The other challenge area is costlier to remedy but would be a custom upgrade. This involves the rear axles. The splined axles can lock up during hard cornering under power, which is released when power is removed, such as shifting into the next gear. This results in a condition called "Stag-twitch." New CV type axles can be installed, however, this is not an historically accurate modification. Therefore, cleaning and lubricating the splines is the only choice.



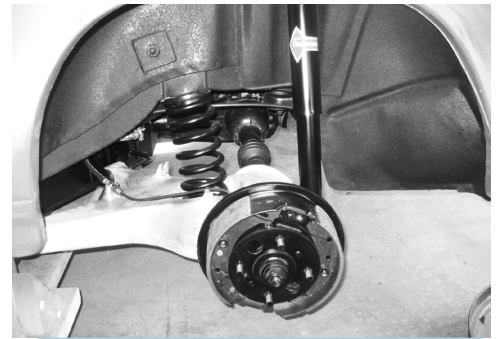
Front suspension - after

Not much excitement other than cleaning and painting non-consumable



Rear suspension - before

components. New shocks and struts were installed. The power steering rack and pump were totally rebuilt along with the brake master cylinder and front calipers. New rear cylinders were installed along with new pads and shoes. Rotor and drums had enough material left, and they were turned. Some unique notations only seen on this prototype car were found on the front springs, and those are preserved. Many suspension components were shared with the Triumph 2000 Saloon. The springs could not shared, and they had special markings to differentiate the Stag and 2000 springs.



Rear suspension - after

The excitement comes from transforming piles of dirty, rusty and worn assemblies into showroom presentation quality. The pictures illustrate the before and after results. These pictures speak many words that can be left unwritten. Next time, we'll go over the engine challenges I faced along with all the machining and final assembly.

Hours: 27.25

Dollars Spent: \$694.05 Suspension & brake components

Total Hours: 117.75

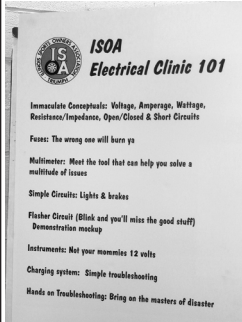
Total Spent: \$2530.47



ELECTRICAL TROUBLESHOOTING CLINIC

TEXT BY JACK BILLMACK
AS TOLD TO BOB STREEPY

GRAPHICS BY THE AUTHOR AND
BURNS RAFFERTY



A CONSORTIUM OF SOME THREE dozen Coventry irregulars convened in Lemont at the shop of Ron Danihel on Saturday, January 10, to take part in

an electrical troubleshooting clinic conducted by Joe "Stagmeister" Pawlak.

Things got underway at roughly 8:00 AM, and the participants enjoyed coffee and pastry and as they chatted amongst themselves and generally "bs"ed about all things Triumph. The official clinic got underway at roughly 9 AM when Joe began covering some of the basic principles of electrical theory, which would serve as basis for much of the day's discussion. Among other things, he discussed wire size, fuse size, connector size, and a safe number of accessories that should be allowed to operate on a single circuit.

Joe gave the group instructions on how best to use a multimeter,

which culminated in a hands-on exercise in which each attendee circulated around the room and tested different components using their multimeters to determine if the components were operative or not.



Joe then talked about the differences between the AGC and IEC fuses and how each of them work. This information was new to many in attendance, and it will most likely result in numerous fuses being changed before the driving season. He also gave several good demonstrations, which held the crowd's interest on such things as soldering techniques, wire splicing, and testing fuses and circuits. He also talked about upgrading headlights and how to increase wiring capacity in order to protect the circuits from being overloaded.

Interspersed with Joe's presentation were numerous questions and answers throughout his presentation. He also provided the group with some information about where and when to use relays for their Triumphs before they broke for lunch.

Around noon, Dolores brought in beef sandwiches, salad and pizza, which the participants apparently enjoyed as evidenced by the fact that there were no leftovers

Following lunch, and using an oversize wiring diagram on Dennis Hill's car as a demonstrator, Joe checked out a TR6 Horn circuit and discovered that the horns, in this case, were nonfunctional, but the circuit itself was fine. By midafternoon, the crowd began to thin, although some of the diehards remained until after five and even then some issues remain unresolved.



Due to the high interest in this particular topic, there are now tentative plans for a follow-up clinic to take place later this year. As always at events such as this, it goes without saying that we are indeed fortunate to have members like the Stagmeister, who not only have tremendous technical knowledge, but they are also willing to share it with our members at events like this.

IN MEMORIAM



It is our sad duty to report that former ISOA member Loren "Jake" Jaquet passed away January 8 in Rockford, IL. He was born December 7, 1943, in Dixon, IL. Jake and Donna Garner were high school sweethearts and were married a year after high school on November 17, 1962. Jake served 4 years in the Army and was stationed in Würzburg, Germany for 2 years. Jake and his brother Wayne worked for, and were co-owners of, Kobel's Heating and Plumbing in Byron for 40 years, and Jake ran a screen printing and embroidery retirement business with Donna for the past 13 years. He is survived by his wife, Donna Jaquet of Byron, his daughter Veronica (Tim) Roberts of Stillman Valley, IL, and his son JoVierre "Joe" (Kristen) Jaquet of San Jose, CA, and an older brother, Wayne (Nancy) Jaquet of Byron, IL, and a younger brother, Neil (Dee) Jaquet, of Palisade, CO. Jake was very active in ISOA for many years. He may best be remembered as the host of the ever-popular "Potato Fest" picnic at his home in Byron. Services have been held.



continued from page 1

crossing a double yellow line at 55 miles an hour in a 30 mile an hour zone. Peter was somehow able to explain to the two officers that they were "playing a game" and apparently, since it was the beginning of the month rather than the end, they were let off with a warning.

The participants convened on Taylor Street at Hawkeye's Sports Bar around 4 PM for beverages and sustenance [where numerous New Year's resolutions were shattered] and to commiserate on their experiences during the rally, which, for one couple, included taking a polar plunge into Lake Michigan. The winning team recorded 34 correct answers to earn the somewhat questionable "prize" of planning next year's event. The ISOA contingent was led by the Billimack's and Mark Hattenhauer with 28 points



and Rick and Stacy Lockman also with 28. Andy and Carol recorded 20 correct answers, and Kim and Judy scored 19. Peter and Aston Eddie, possibly as a result of lost time talking their way out of the ticket, recorded 15 points, and Bill and Kim had the somewhat dubious honor of coming in last, for which they were given a bottle of champagne. [It should be noted that they also were the first to arrive at Hawkeyes.]



The participants were unanimous in their agreement that the rally was by far the best event of the year 2015 - so far. They also agreed that the day proved to be a most amusing way to usher in the new year, and the vast majority was unanimous in their agreement that they hope to be in attendance in 2016.

take full advantage of the World Wide Web to complete the questionnaire.

The ISOA contingent consisted of Mark Hattenhauer, accompanied by : Barb and Jack Billimack, Rick and Stacy Lockman, Andy and Carol Lischett, Kim and Judy Casper, Peter Conover and his friend "Aston" Eddie, and Bill and Kim Jensen. In the interest of full and accurate disclosure [a Snic Braaapp hallmark since 1914], it must be noted that in their exuberance to complete their rally sheet, the Maestro and Aston Eddie, who were driving a bright red Aston Martin, were guilty of a little too much enthusiasm while motoring through the south side. This fact did not go unnoticed by a pair of Chicago's finest who pulled them over to inquire as to their rationale for



Important Update

AS OF JANUARY 12, THE BLOCK of 150 rooms that the VTR Convention planning committee [code-named "Swarf on the Warf"] reserved at the Abbey for this year's VTR convention filled. While there will most likely be a few cancellations and it is possible that a room or two may open up, if you have not yet booked a room, you may have to reserve one at one of the following preferred "overflow" properties. Be sure to mention "VTR 2015" when you call to receive a discounted rate.

- **Lake Lawn Lodge**, 2400 East Geneva St., Delavan, WI
262/728-7950
7.5 miles/10 minutes away
- **Fontana Village Inn**, 100 Dewey Ave., Fontana, WI
262/275-6700
[Across the street from the Abbey]
- **Comfort Suites**, 313 Bauer Pkwy, Delavan, WI
262/740-1000
8 miles/13 minutes away
- **Super 8 - Delavan** 518 Borg Rd., Delavan, WI
262/728-1700
7.5 miles/11 away

Although we have exceeded our projections for rooms at the Abbey, we have not had the same volume of early registrations. We would really appreciate it if the members of ISOA would make their reservations for the convention soon in order to provide the a financial cushion in order to pay for asome of the "up front " costs of hosting this event. We are not using the regular ISOA treasury to fund the convention, so the early registration money is essential. Please register early. You

may register on line at VTR2915.com or see registrar Tim Buja to do so it person



Suds.



**New Date...
Same Location!**

Chicago's 19th Annual

All British Car



Swap Meet and Autojumble



sponsored by the Chicagoland MG Club

Sunday, March 15, 2015 8:00am - 2:00pm

at the DuPage County Fairgrounds Wheaton IL

(½ mile north of IL Rt 38 on County Farm Rd at Manchester Rd)

Upon receipt of your registration form and payment, you will be sent an acknowledgement and vendor information package.

For information call Jim Evans 630-858-8192 or Victor L'Heureux 815-893-6535 or www.britishcarswap.info

March 15*, 2014 Wheaton, IL. - All British Car Swap Meet & Autojumble

18th Annual All British Car Swap Meet & Autojumble. Sponsored by the Chicagoland MG Club. Sunday, March 15, 2015, from 8 am to 2 pm. All marques welcome. All vendor spaces indoors. Free parking. Located about 30 miles due west of Chicago. Vendor offerings include regalia, tools, and services as well as new, used, and refurbished parts. This event draws both vendors and shoppers from throughout the Midwest. This event includes all marques of European cars as well as British and other European motorcycles. Vendor space available.

**Note: This date has changed since last month*

Triumphs in the Heartland

VTR 2015 - Fontana, WI

August 11-15, 2015

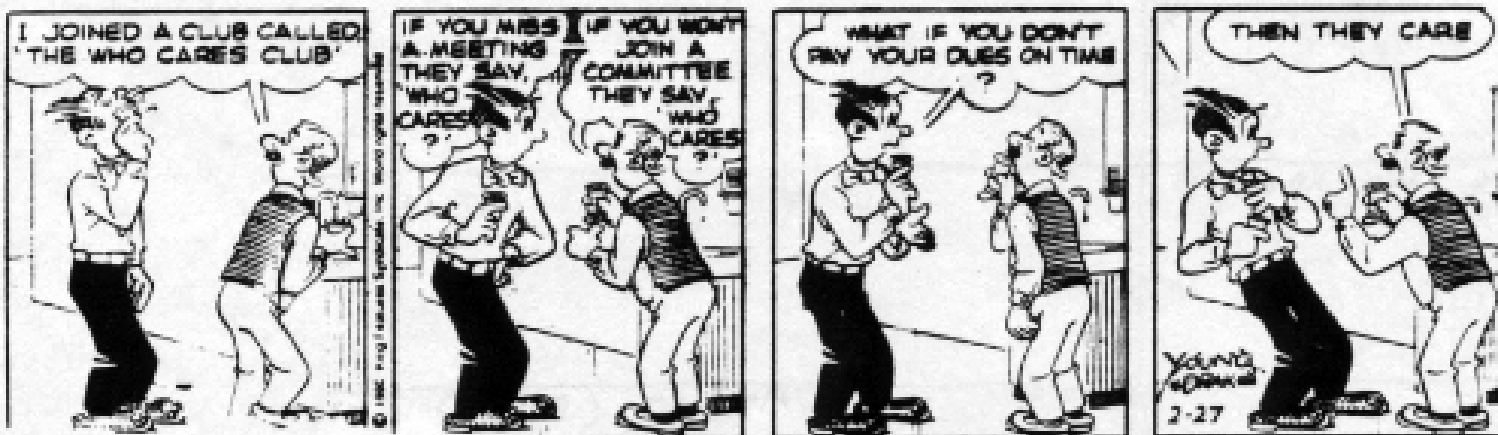
Celebrating Fifty Years of the Spitfire Mark II and the TR4A

Hosted by the Illinois Sports Owners Association

2015vtr.com

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

BLONDIE



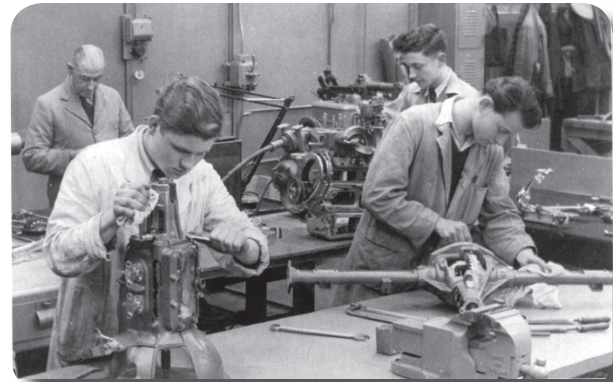
2015 Membership dues are payable no later than March 1, 2015. Dues are \$35.00 per year. If you have joined since Sept. 2014, you are paid for 2015. Check with membership chair Tim Buja if you aren't sure of your membership status.

TIME, TIDES & TRIUMPHS

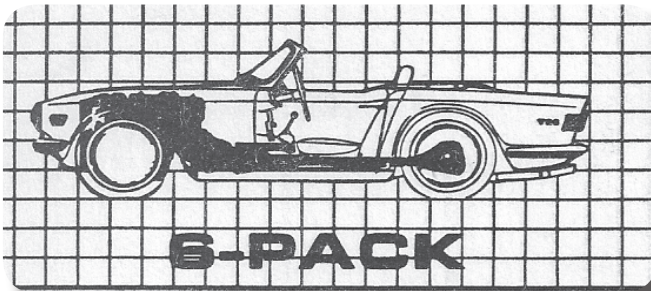


TRA National Meet 2015 • Solomon's Island, Maryland

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



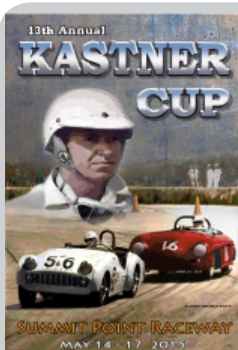
February 21 - Differential Clinic. At Jay Holekamp's house in Wheaton. Arrive after 8:00. Starts at 9:00. Bring a chair. If you want your differential worked on, contact Joe Pawlak to get on the list. Clean outside of unit and drain the oil. Do not disassemble it. Sign up at February meeting, or let Jay Holekamp (jholekamp@sbcglobal.net) or Jack Billimack (jbillimack@comcast.net) know.



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



February 28 - Tour of Fall-Line Motorsports in Buffalo Grove. Fall-Line builds and maintains Pro and Club race cars. They also provide trackside services for their customers. Address is 1225 Busch Parkway, Buffalo Grove. See their website to learn more about them. www.fall-linemotorsports.com Tour should last about two hours - 9:30-11:30. If you want to meet for breakfast before the tour, meet at Buffalo Restaurant, 1180 West Lake Cook Rd. (corner of Arlington Heights Rd) about 8:00. Group will leave for Fall-Line at about 9:00. Or, meet us at Fall-Line between 9:15-9:30. After the tour, those who want to have lunch together will travel to Giordiano's, 270 N. McHenry Rd, Buffalo Grove. Sign up at the February meeting or let Jack Billimack (jbillimack@comcast.net) know if you plan to attend the breakfast, tour or lunch.



May 14-17

The 14th annual Kastner Cup race will be held at Summit Point Raceway (Summit Point, West Virginia) as part of the four day Jefferson 500 vintage race event. The organizers, Vintage Racer Group (VRG), have announced that Triumph will be the featured marque. All Triumph-powered cars are welcome. The Kastner Cup race honors R.W. "Kas" Kastner, who ran the U.S. Triumph racing program in the 1960s-

1970s, and has over 50 years experience in the automotive and racing industry. Kas himself will be in attendance, presenting the Cup to the car and driver selected for the award.

- Event Hotel - There is an event hotel with favorable rates. If you are a Triumph racer or owner, please contact Scott Janzen Kastner15@icloud.com for information on the hotel.
- Event questions - please email Scott Janzen, Friends of Triumph event organizer, at Kastner15@icloud.com.



New Arrival!

Congratulations to Jay "Cannonball" Holekamp on his recent acquisition of a 1965 Morgan. While not technically a Triumph, the Morgan does have a TR wetliner engine. The new owner and Morgan are doing fine.



Dear Editor,

It appears that I may have gotten myself into a bit of a pickle. I really thought I had this one figured out. Who would've thought that some busybody car guy with a cell phone camera would just happen to be there when I drove my two million dollar Bugatti Veyron into an East Texas swamp? It would of been a great scam if not for that damn meddlesome on-looker. Here's how it was supposed to go down: I borrow 1 million to buy the Veyron, insure it for two mil, total it, pay off the loan with the insurance settlement and pocket a cool million in the process. Now, I am looking at 20 years. Any suggestions on how I can beat this?



Andy Lee House

Dear Mr. House,

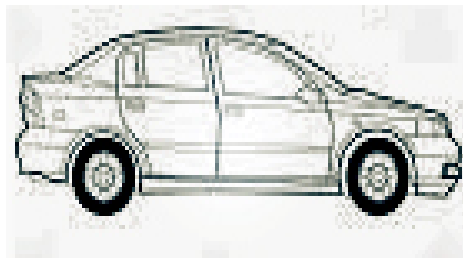
Sadly, the anonymity so essential in pulling off any really good scam has been all but obliterated by social media, cell phone videos, and YouTube. You sir, have been victimized by modern technology in what should have been a fairly simple case of fraud. Your plan seemed foolproof enough. Buy an expensive car, insure it for double what you paid, total it and pocket the difference after the settlement. Granted, the story about being attacked by a pelican which caused you to go off the road on the surface seems to lack plausibility, especially in light of the fact that the video shows no pelicans anywhere around, and your claim

that a swarm of mosquitoes kept you from reentering the car to shut off the ignition does tend to question credulity, but stranger things have happened - especially in Texas. However, look on the bright side Andy, 20 years strikes us as a relative slap on the wrist given the fact that your caper occurred in the Lone Star State. We suspect that had you tried the same thing in an F150, you would most likely be facing a lethal injection. In the meantime, we recommend a 20 years' supply of soap on a rope.

Dear Editor,

We here at the Fraternal Order of Gear Heads have it on good authority that you have sold your red Triumph TR6 convertible sports car, as well as a white Acura RSX (a.k.a. Honda Civic) Sportish Coupé, and that in their place, you have acquired a generic four-door, four-cylinder, Asian sedan of indeterminate origin which has an (gasp!) automatic transmission.

We regret to inform you that your actions have prompted us to void your lifetime membership in our organization. If and when you come to your senses and acquire a suitable vehicle or vehicles which meet our criteria (manual transmission, two doors - rollup windows acceptable - soft top, and manual transmission), we will be happy to review your situation and reconsider you for inclusion in the fraternity. In the meantime, please consider yourself unwelcome at any cruise nights or car shows anywhere in the world.



Best regards,
JL - Hollywood

Dear Mr. Leno,

As I'm sure your archives indicate, I have been a card-carrying active member of your F.O.G.H. since prior to 1950. Undoubtedly, you are aware that at the age of four, I managed to somehow drive my father's 1939 Buick across the backyard of our residence and into a vacant lot next door before he was able catch me and take the car out of gear. My involvement with automobiles started early and spans nearly 7 decades. As a 16-year-old, I drove a 1936 Ford from Rockford to Seattle and back - much to the chagrin of my parents who were not fully aware of my plans. The litany of qualifying cars for membership in your organization includes: 1938 Ford Tudor, the aforementioned 36 Ford, a '57 T-Bird, a '52 MG TD, '57 Chevy convertible, '56 Chevy two-door sedan, a '67 Firebird, not to mention my ISOA involvement and ownership of '71 TR6, a '60 TR3 a, '72 TR6, a 68 TR 250, and a 1963 TR4.

While it is true that most of those cars are no longer in my possession, the TR4 still resides in my garage, and although my daily driver does indeed have four doors, four cylinders, and an automatic transmission, it does have a sport mode with paddle shifters, which I use on occasion. It should also be noted that this vehicle [which you have noted is not a Buick] is black-not gray or silver, so that should count for something. I still subscribe to numerous car guy magazines, and the vast majority of my sportswear consists exclusively of T-shirts, sweatshirts, and ball caps festooned with various Triumph and other automotive iconography.

I sincerely believe that canceling my membership in the guild of car guys is premature. I watch all the car auction shows on TV, listen to geezer rock, and maintain a membership in ISOA, and even play a modest role in the organization. I throw myself on the mercy of your leadership and beg that you reconsider terminating my involvement. I promise to drive my TSX only in sport mode from now on.

Sincerely,
Ed.



January 2015 Meeting Notes by ISOASecretary Bob Streepy



ONCE AGAIN, THE orderly transfer of executive power was in evidence at the January meeting of the Illinois Sports Owners Association as former President Mark "Painless" Hattenhauer, after serving two terms as ISOA chief executive, called things to order and promptly turned his gavel over to his successor Denny "Showroom" Stock. The newly installed president then introduced the remaining board members which included: Roman Hrynewycz - motorsports, Bill Jensen-regalia, Kim Jensen-Treasurer, Jack Billimack-events, Mark Hattenhauer-co events, Bob Streepy-secretary & newsletter editor, Tim Buja-webmaster & membership, and Jay Holekamp-vice president.

Your humble and obedient scribe gave a brief newsletter report and reiterated that a successor is needed for the newsletter editor's position, and anyone interested in helping to put out *Snic Braaapp* should contact me. I also provided a brief update on the August VTR convention which our club will host. Among other things, we mentioned that the Abbey room block has been increased again, and although we have a number of people registered at the Abbey, we need ISOA members to also register for the convention itself either online or by mail, so that we generate enough working capital to proceed with some out-of-pocket expenses that have begun to evidence themselves.

The topic of discussion then turned to project updates, and Al Christopher began by mentioning he was doing some interior work on his TR2. Dennis Hill indicated he had done some work on his TR6 heater, and Burns Rafferty stated he had removed the differential from his TR 7 in preparation for taking it to the diff clinic in February. Kyle Kayson followed up by saying he was in the midst of rebuilding his TR3 wheel cylinders.

The discussion moved to the topic of the evening, which dealt with routine Triumph maintenance. Bob Groman began by stating he frequently

prepares a detailed checklist of fall storage procedures to have handy so that he'll remember to undo these measures in the springtime. Jack Billimack mentioned it's necessary to periodically adjust rear brakes since Triumphs did not have self adjusting brakes. He also mentioned the grounds on the light bulbs should be cleaned periodically to ensure good contact, and several people mentioned the importance of annual distributor lubrication.

Peter Conover provided a most informative report on the recently held New Year's Day rally -- which included his encounter with two members of Chicago's finest [for full details see article on page 1]

The discussion segued to upcoming events. Jack Billimack listed numerous activities that are set for the next few months, including the electrical clinic, the Big Bash, the diff clinic, a spring tour, a carb clinic, a distributor clinics, the chili party, a top clinic, and the tuneup clinic

Despite being hospitalized only a few days earlier with some cardiac issues, Rosanne Felix was in attendance to conduct the monthly raffle, which was won by Thanos Kourlioros. Following the raffle, the next order of business was the monthly nominations for the Peter M. Roberts and Boomer awards. Your humble and obedient scribe got things underway by nominating Bob Streepy for a Boomer. It seems that Streepy offered to assist Steve Yott with the installation of some inside heater hoses on a TR, and after he had finished, a puddle of antifreeze quickly appeared on the floor, thus indicating that perhaps the install didn't go properly. With no other nominations, Streepy was granted temporary custody of the bent wheel. Burns Rafferty nominated Jim Aldrich for machining his TR seven shifter, and Mark Hattenhauer nominated Streepy for helping Steve install heater hoses at Steve's. Needless to say, the commemorative chalice for good deeds was awarded to the Screamer.

Under the topic of new business, Steve Yott then mentioned that as of December 23, he and Mona Shannon were engaged to be married. At that point, Jeff Rust suggested we re-open the Boomer nominations on behalf of Mona.

There being no other new busi-

ness, president Stock adjourned the meeting at roughly 8:30.

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

Sud



2014 ISOA BOARD OF DIRECTORS

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mpower@wideopenwest.com

Vice President/ Jay Holekamp
TRA Liason 630/653-0610
jholekamp@sbcglobal.net

Treasurer Kim Jensen
815/729-9731
KimandBill76@sbcglobal.net

Secretary/ Bob Streepy*
Newsletter 630/372-7565
Editor trstreep@sbcglobal.net

Co-Events/ Jack Billimack*
VTR Liason 815/459-4721
jbillimack@comcast.net.

Membership/ Tim Buja*
Webmaster 815/332-3119
thebujas@comcast.net

Co-Events/ Mark Hattenhauer*
Six Pack Liason 847/397-3551
boiler1975@juno.com

Motorsports/ Roman Hrynewycz*
Sgt. at Arms 708/456-4327
rah_63@comcast.net

Regalia Bill Jensen
815/729-9731
KimandBill76@sbcglobal.net

* Past President



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:** 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]

•**Help Wanted:** Reporter[s] to write 3-500 word articles on events and take 2-3 pictures per article on various activities at this year's VTR Convention for publication in Special Convention Issue of Snic Braaapp. Also need AV techspurt to produce slideshow for banquet reception. Contact Bob Streepy trstreep@sbcglobal.net.

•**Parts Wanted:** Spitfire, Wedge, Stag, or any other non-TR series used parts for use in VTR Convention "Identify the Parts" Contest. Contact Bob Streepy trstreep@sbcglobal.net.

Happy Birthday

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

Jeff Lathrop 2/01	Matt Krajniak 2/07
Mike Howaniec 2/01	Dan Swanson 2/12
John Shaw 2/02	Denise Loss 2/15
Rich Scholl 2/02	Bob Steele 2/17
Andy Lischett 2/02	Julie Lathrop 2/17
John Kolton 2/04	Annie Lathrop 2/18
Scott Ayres 2/05	Chris Holbrook 2/23
Jim Doering 2/05	David Hickman 2/23
Lee Feder 2/05	Jon Snyder 2/25
Dennis Heywood 2/06	Tim Olson 2/25
Joe Kaplon 2/07	Greg Heidrich 2/28

ISOA Membership Counts

176 memberships - 235 members

New Members

Jeff Jarmuth
34 E Elm St., Chicago, IL 60611-1016
EMail: jjarmuth@aol.com
66 TR4A

Kurt Krutsch
5911 Chestnut Ct., Crystal Lake, IL 60014-3927
847 922-3658 Email: kurt.krutsch@molex.com
Rusty Galore Driver

Snic Preview

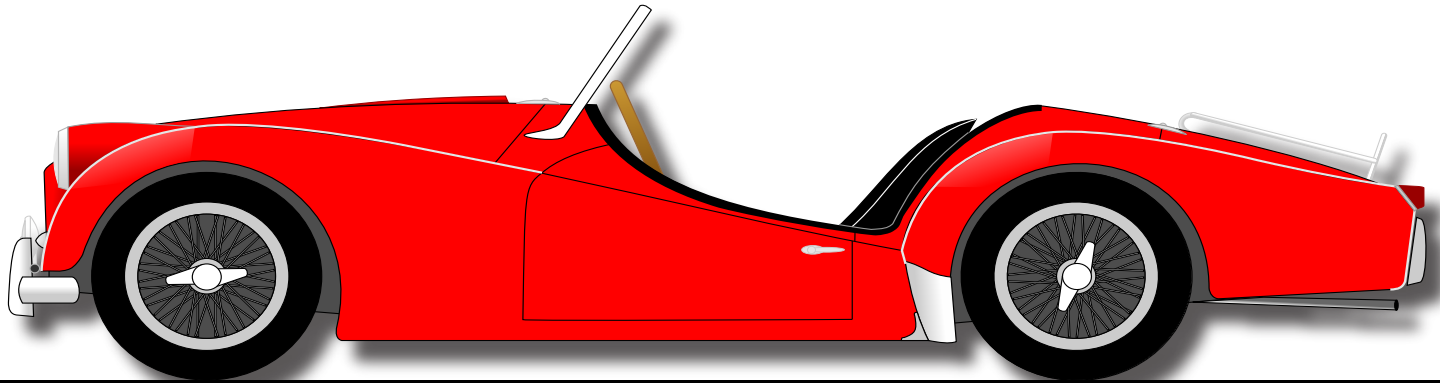
Coming to a sleazy newsstand near you in your March newsletter

- Big Bash
- Rumpus on the Importance of "Size"
- LD2 Update #7

Lots More Stuff



Coventry Irregular Larry Brown has created a series of exceptionally striking Triumph drawings for the enjoyment of the members of ISOA and for use at the 2015 VTR Convention. Over the coming months, we will share more of these images with our reader[s], most of whom by far prefer pictures over words anyway.



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.

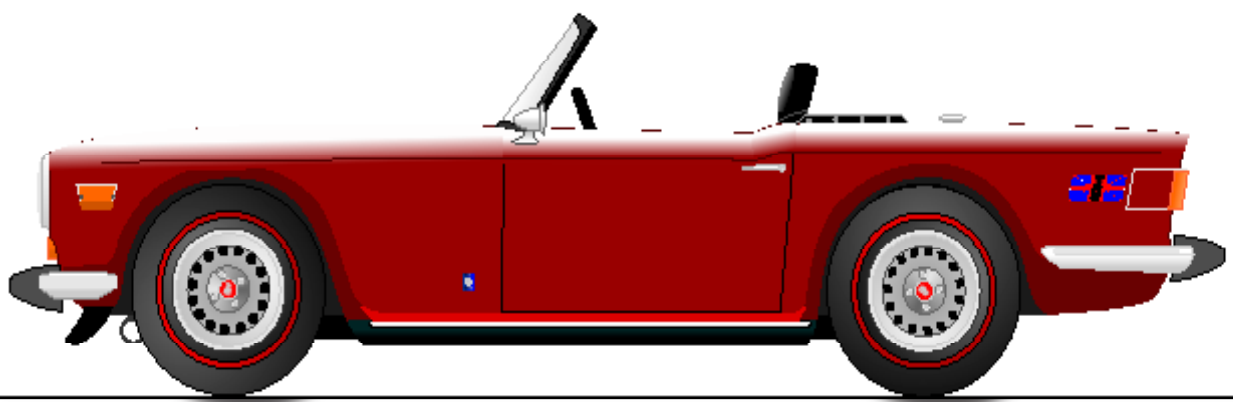
[ONLINE ROSTER ACCESS INFO](#)

Snic c/o Bob Streepy
850 Kent Circle
Bartlett, IL 60103

Bradaapp

THE REAR VIEW MIRROR

FEBRUARY 2015



ORIGINAL TR6 ARTWORK BY ISOA MEMBER LARRY BROWN