



# Snic Braaapp

March 2015

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Newsletter of the  
Illinois Sports Owners Association

*Dedicated to the Enjoyment and Preservation  
of Triumph Sportscars  
Chicagoland's Oldest and Most Active Triumph Enthusiasts club  
- Now in our Forty-Sixth year -  
A Chapter of the Vintage Triumph Register, Triumph Register of  
America, and Six Pack*

## BIG BASH 2015

TEXT BY BOB STREEPY - GRAPHICS BY THE AUTHOR, JACK BILLIMACK AND DENISE ALLGAIER



**N**EARLY 80 COVENTRY IRREGULARS MADE THEIR WAY TO beautiful Bartlett - the Queen of the tri villages - [official motto: *We may not be much, but we're better than Hanover Park and Streamwood*]. The motivation behind this migration of Triumphistae was the annual ISOA awards banquet known and loved as the "Big Bash," a tradition dating back decades and generally looked upon



as either the first holiday party of the new year or, conversely, the last party of the old year - take your pick. The site of the festivities was Moretti's Restaurant on Lake Street, and things got underway around 6:00 PM with cocktails and hors d'oeuvres. The attendees mixed and mingled for a few minutes before Joe Pawlak took

the microphone to introduce a "Name that Tune" game that he had prepared, which featured some 27 British Invasion melodies that the participants were challenged to try to identify. The activity lasted into the meal, which was served at about 7:00 PM and kept many of the attendees scrambling for their smart phones trying to come up with the name of some group whose only claim to fame was a one-hit wonder 50 years ago. Nevertheless, the activity kept those in attendance engaged throughout the much of the evening.



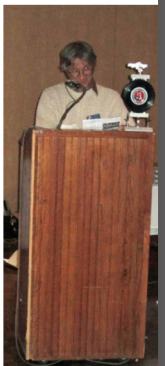
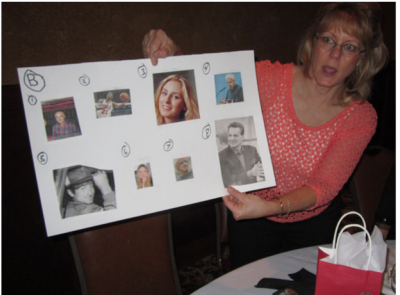
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### INSIDE YOUR MARCH SNIC BRAAAPP

- *Rumpus: The Importance of Size on his Johnson*
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- *LD2 Progress Report VII*
- *VTR Update*
- *More Larry Brown Graphics*
- *Stalker Remembers Jake*

*Lots More Stuff*

# BIG BASH COLLAGE

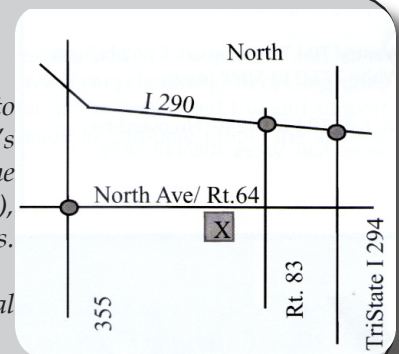




## ILLINOIS SPORTS OWNERS ASSOCIATION

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
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.	11	Sat.	8:00 AM	Top Installation Clinic - Yott's Shop 1000 E. Lotus #7, Silver Lake, WI
	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, 1114 Rail Dr., Woodstock
	14-17	Th.-Sun.		Kastner Cup - Summit Point Raceway, Summit Point, West VA
	23	Sat.	8:00 AM	Spring Tour [details to follow]
29-31	Fri.-Sun.		24th Champage British Car Show, Bloomington-Normal	
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
	28	Sun.	8:30 AM	Michiana Brits Annual British Car Show, - St. Mary's College, South Bend, IN
July	5	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	18	Sat.	8:00 AM	Spring Tour [details to follow]
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 !!

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](mailto:trstreep@sbcglobal.net)

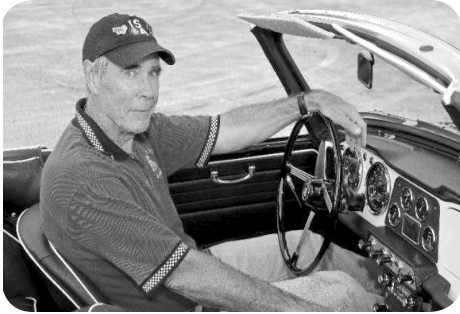


## A LITTLE BS FROM BS

NEWS AND VIEWS FROM

THE BUSTED KNUCKLE GARAGE

By SNIC BRAAAP EDITOR BOB STREEPY



**A**LTHOUGH I HAVE NO IDEA HOW VALID it might be, I heard a statistic from a Triumph chapter president that has stuck with me. He said that his club had a 20% turnover ratio each year, but that the total numbers remained relatively constant. If that's true, in all likelihood the chances of a large percentage of the Coventry Irregulars in attendance at this year's VTR convention will probably be convention virgins. While many of the activities are reasonably self-explanatory, we thought it might be appropriate to attempt to run down the event schedule and elaborate a bit on what happens at some of these activities for the benefit of any convention newbies.

Things will get underway on the morning of Tuesday, August 11, with registration in the Sand Bar room in the Abbey. We hope to have a mix of new registration workers monitored by some seasoned veterans especially on day one when the volume will probably be at its highest. The registration process consists of picking up a packet of materials and verifying that any prepaid items such as regalia, boat ride tickets, banquet tickets, etc., correspond to what the attendees believe they ordered. This usually proceeds quite smoothly, however, glitches can occur, and the workers need to try

to keep everybody calm while Tim Buja or Peter Conover get things sorted out. We also plan to maintain a car wash station starting on Tuesday morning, which should have a couple of hoses and buckets along with a few gallons of car wash soap that we will need people to oversee throughout the convention.

We're also going to have an ongoing autocross tech inspection in the valet parking lot from Tuesday through Thursday morning. A team of rotating ISOA members headed by Dave Shedor will inspect those cars participating in the autocross to make sure that they meet minimum safety standards for competition. Again, a mix of veterans supplemented by new blood would be ideal, so that we can rotate people in and out after serving their shift of an hour or two.

Another activity that will be taking place on Tuesday is the funkhana, which is a sort of automotive rodeo in which drivers and navigators perform tricks in their Triumphs overseen by a series of course workers and timers. Joel Pawlak and his team have laid out a course that should put the fun into funkhana, but here again, we will need folks to record times etc. on Tuesday afternoon and Wednesday morning.

We will provide registrants with several tech sessions, and some of them will be conducted by our own experts including Joe Pawlak, Tim Buja, and Steve Yott. Most members who've attended any of the sessions facilitated by these members should have a pretty good idea of what our guests will be in for, and we anticipate these events will be well attended and quite impressive, but our tech guys may need a hand setting up for their presentations. On Tuesday evening, we will host a welcome reception. The Abbey staff will be responsible for serving food and drinks, but I'm sure

Rosanne Felix will probably appreciate a bit of help in overseeing the set up. The ISOA house band, The Spinal Tappets, will be performing, and they can always use a bit of help setting up and tearing down their equipment.

On Wednesday, the registration, autocross tech inspections, funkhana, and the car wash station will function much the same as the previous day. In addition, things will get underway with a breakfast run laid out by Kim Casper. We will need some help along the way to try to ensure that no one gets lost between the Abbey and the restaurant. After the breakfast run, we will head over to the Mecum's Auction House for a VIP tour of their facility. This should not require much in the way of ISOA labor, but having a volunteer or two on hand probably won't hurt. On Wednesday afternoon, we will conduct a gimmick rally departing from the valet lot, and starters, along with folks stationed along the route, will be needed. Later that afternoon will go on an ice cream run, and we'll need workers stationed along the way make sure that no one goes off course between the Abbey and East Troy. We'll also need folks to make sure that everybody gets back to the Abbey in time for the question-and-answer session with Kas Kastner in the ballroom at the Abbey.

In addition to the regular activities on Thursday (registration, car wash station, etc.), we will have an autocross at the Williams Bay High School parking lot from 9 to 2. This event will be labor-intensive, and corner workers, timers, scorers, etc. will be needed. Irv Korey is heading up the team for the autocross, and he'll certainly need people to set up cones and so forth throughout the day. On Thursday afternoon, there will be a TSD rally, which is also labor-intensive and will need workers at various checkpoints

*Ed Note: The SNIC BRAAAP 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.*



to make sure that the cars participating are where they are supposed to be when they're supposed to be there. On Thursday night, we'll have a parts auction in the ballroom. This is another event that requires quite a bit of help, so let me know if this is something that you be willing to assist with, and we'll find a job for you.

On Friday, we'll kick things off first thing in the morning with a panoramic photo a mile or so away from the Abbey at the Duck Pond recreation area. I've attended at least 10 VTR conventions, and I can personally testify that out of all of the activities, the biggest fluster cluck is the panoramic photo. We'll need numerous marshals to stage the cars into position for the photo and then to dismiss them in an orderly fashion back to the Abbey by 8:30, so that they can find their way to their assigned spot for the People's Choice or Concours car shows. Here again, numerous workers will be required. After the car show, many attendees will be taking an excursion boat cruise from the Riviera in Lake Geneva around the lake itself. For any ISOAers not participating on the boat cruise, your assistance will be invaluable in tabulating ballots and scoring scavenger hunt answer sheets etc. We will also need people to help set up for the banquet that afternoon, while most of the registrants are enjoying the boat ride. At the banquet, we will also need runners to deliver awards to the winners in order to keep things moving at what we hope will be a smooth but very rapid pace.

So there you have it, in a nutshell- the activities for this year's convention sequentially listed. There will certainly be brushfires that need to be stamped out during the event, and it is probably wishful thinking to assume that everything will proceed without a hitch. As someone sagely once observed, battle plans are fine until the first shots are fired, and the same can be said for convention planning. While the Swarf on the Warf team has attempted to anticipate and plan meticulously, we're still going to need all hands on deck to make sure that this thing comes off smoothly. Fortunately with the greatest car club in the universe, there's never been a problem finding good people who are willing to help out.

*Suds*

PS-I have included a tentative schedule of events to the right, which is subject to last minute revision.



## Tuesday Aug. 11

•Registration	8:00 AM - 6:00 PM	[Sand Bar]
•Autocross Tech Inspection	10:00 AM - 3:00 PM	[Valet Lot]
•VTR Board Meeting	10:00 AM	[The Shore Room]
•Self Guided Touring		On You Own
•Funkhana*	12:00 PM - 4:00 PM	[Employee Parking Lot/Valet Lot]
•Chapter Presidents and Coordinators Luncheon	12:00 PM - 1:30 PM	[The Shore Room]
•Tech Session 1 [Transmission - Yott]	2:00 PM - 3:00 PM	[West Shore Pavilion]
•Tech Session 2 [LD2 - Pawlak]	3:00 PM - 4:00 PM	[West Shore Pavilion]
•VTR Membership Meeting	4:00 PM - 5:00 PM	[Wisconsin Ballroom]
•Welcome Reception	7:00 PM - 10:00 PM	[West Shore Pavilion]

## Wednesday Aug. 12

•Registration	8:00 AM - 6:00 PM	[Sand Bar]
•Self Guided Touring		On You Own
•Vendors	8:00 AM - 6:00 PM	[West Shore Pavilion]
•Autocross Tech Inspection	10:00 AM - 3:00 PM	[Valet Lot]
•Breakfast Run*	7:30 AM - 10:00 AM	[Depart from Valet lot]
•Tour of Mecum Auction House	10:00 AM - 11:30 PM	
•Funkhana*	12:00 PM - 4:00 PM	[Employee Parking Lot/Valet Lot]
•Gimmick Rallye*	1:00 PM - 3:00 PM	[Depart from valet lot]
•Tech Session 3 [TS1 - Macy]	1:00 PM - 2:00 PM	[West Shore Pavilion]
•Tech Session 4 [Distributor - Pawlak/Buja]	2:00 PM - 3:00 PM	[West Shore Pavilion]
•Concours Judge's School	3:00 PM - 4:30 PM	[The Shore Room]
•Ice Cream Run*	5:00 PM - 7:30 PM	[Wisconsin Ballroom]
•Q & A With Kas Kastner	8:00 PM - 9:30 PM	[Wisconsin Ballroom]

## Thursday Aug. 13

•Registration	8:00 AM - 6:00 PM	[Sand Bar]
•Vendors	8:00 AM - 6:00 PM	[West Shore Pavilion]
•Self Guided Touring		On You Own
•Autocross Tech Inspection	8:00 AM - 9:00 AM	[Valet Lot]
•Autocross*	9:00 AM - 1:00 PM	[Williams Bay High School]
•TSD Rallye*	2:00 PM - 5:00 PM	[Depart from Valet lot]
•Tech Session 5 [Hub or Oil Pump -Yott]	1:00 PM - 2:00 PM	[West Shore Pavilion]
•Tech Session 6 [Frame Analysis-Ratco]	2:00 PM - 3:00 PM	[West Shore Pavilion]
•Pub Crawl/Scavenger Hunt/Identify the Parts Contest	3:00 PM - 7:30 PM	
•Auction Preview	8:00 PM - 8:30 PM	[Harbor Ballroom]
•Auction	8:30 PM - ???	[Harbor Ballroom]

## Friday Aug. 14

•Judges Breakfast	7:00 AM	[The Shore Room]
•Panoramic Photo	7:00 AM	[Duck Pond Rec. Area]
•Registration	8:00 AM - 10:00 AM	[Sand Bar]
•Vendors	8:00 AM - 6:00 PM	[West Shore Pavilion]
•Participant's Choice & Concours Car Shows	9:00 AM - 12:00 PM	[Employee Parking Lot/Valet Lot]
•Lake Geneva Excursion Boat Cruise	1:00 PM - 3:00 PM	[Depart via bus from Valet lot]
•Self Guided Touring		On You Own
•Cocktail Reception	6:00 PM	[Harbor Ball Room]
•Awards Banquet	7:00 PM	[Harbor Ball Room]



## THE ROAD TO THE PRESIDENCY

BY ISOA PRESIDENT

DENNY "SHOWROOM" STOCK



**I** GUESS THE EVENTS OF THE DAY CAN MAKE WAY for one's thoughts, so here are a few of mine, as serious as they may be.

It's Thursday January 22, and out I walked into the cold to retrieve today's copy of the Daily Herald. You remember newspapers, a composition of wood and pulp that one holds in his hand, discussing current events both near and far?

With my mind happily thinking about the upcoming Big Bash, life was good. As I focus on the front page and begin the word dance we all know as reading, my eyes are drawn toward an article entitled: "Versatile writer lit up the press box." Sports reporter Mike Spellman dies.. Mike was 50 years young.

Being both dazed and confused, a heavy dose of Déjà Vu sends chills throughout. Ya see, March 25th of last year, another Daily Herald reporter, Tim Sassone, suddenly passed away. Tim was 58 years young and was the Blackhawks beat reporter, both well know and respected. Ironically, it was Mike Spellman who took over the yeoman's load of Tim's work, both gone before their time. I read the accolades as their peers expounded their virtues. I too, had to agree.

We all eventually become "mature adults," and the above is something that is inevitable.

As I remember, it was 3 years ago Dave Kayson, aka Stumpy Joe, suddenly passed away. I was at Dave's house the day before, to drop off a few parts he planned to try and sell for me at the British Swap meet in Wheaton. When it was time to leave, Dave asked if I'd like to come in and have a cup of coffee. Knowing that my 94-year-old mom was expecting me to stop by with her "order," I said thanks, but I couldn't. Then about a millisecond later, the words flowed, "sure, why not?" Knowing mom wouldn't starve due to a lack of food, (being nutritionally rounded out with raisin bread and dark chocolate Hershey Kisses); Dave and I sat down in the kitchen while Jan graciously put on a pot of coffee. Suddenly, he got up, went downstairs, and brought up a couple of items from the basement; most notably, a new red marker he just bought. He was excited because he wanted to "paint" a set of whitewall tires and see how close they would come to replicate redlines. What a nice, delightful time it was, and I'm so glad I reconsidered and said yes.

Fast forward a year later, my wife Kim and I were at a party hosted by our friends Ed and Kathleen. Ed and I met in 1997 when I joined the BMW car club. We were thick as thieves; cohorts in putting together several Fall Tours, involved in a few drivers schools, and participated in various other club events. Ed was known for his yearly St Patty's day parties, serving his published recipe of Corned Beef Lasagna. As the party ended, all of the 30+ guests had filed out leaving just the

four of us. While we were getting ready for our departure, Kathleen asked if we'd like to hang for a while. And, of course, being the party animal I am (not that Mr. Rust needs to be worried), we agreed. As Kim was helping Kathleen tidy up and spending time, Ed and I sat and talked of the upcoming driving season. Ed had a pretty nice 73 2002tii in Inca Orange, appropriately nicknamed The Pumpkin, and I had my 6 pretty much sorted out for the season. What a wonderful time we had as we spoke of resurrecting some of our old tours and planning new ones. In fact, I was particularly excited for him to meet all of you; he really would have fit right in. A few days later, Ed was off on his yearly jaunt to the 12 Hours of Sebring, in which he became a well know fixture the better part of the last 20 years. A day after Ed left, I received a call from a fellow club member saying Ed was hurt in a freak accident, not as a driver, but a spectator. About 7 days later, Ed passed away.

Just think if I had not spent that additional time with both Dave and Ed. I know I would have looked back and been devastated not to have shared those moments, cheated if I hadn't, moments which have now become wonderful memories. I'm probably not alone in what I have described as some of you may have gone through the same thing. In fact, as you read this and remember your personal experience, I hope it brings back a happy memory in your mind and puts a smile on your face. So, if you find yourself in a similar situation, in the words of The Little River Band, "Take time to make time." You'll be glad you did.

*Showroom*

### ISOA TECHNICAL ExSPURTS

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

## SIZE MATTERS

BY DAVE "RUMPUS" KANZLER, CPA



**M**Y ACCOUNTING EDUCATION has taught me life lessons applicable to many things. In this case, my failure to heed one of those lessons triggered a healthy dose of another lesson. I was fortunate at the University of Illinois to have the legendary (in accounting circles) Professor Ken Perry. God of Accountancy. Dr. Perry taught the CPA review course, and one of his favorite pieces of advice for taking the CPA Exam was, "Take the time to RTPC" as in Read the Problem Carefully. Example: a student in our large lecture hall gave him a wrong answer to a question, and his response was, "Obviously this young lady did not take the time to RTPC." Ouch! A lesson that I came up with was, "Debit experience, and credit money, time, effort." For you non-accountants, this can be translated into, "Learn from your mistakes." (Yet another one I came up with, not relevant for this article, was when I was having a beer with my friend Kay who had just gotten engaged and whose parents were upset having just discovered that she and her fiancée had already "taken each other for a test drive" as it were. I told her to tell her parents that she wasn't a "used woman" but that she had just, "Accrued a pre-paid asset which she will amortize after the wedding." She thought that was a

great idea. Authors Note: this story killed it, I mean absolutely killed it, at the annual Illinois CPA banquet!)

Recently I came to the conclusion that it was time to replace the 19 year old Johnson outboard engine on my sailboat. Although like most men, I typically over-estimate the length of things (like my tee shots, and a "delicious bass"), I was firm in the knowledge that my Johnson had a longer than normal shaft. I went on-line to buy a new outboard, and the Nissan engine I chose came in three shaft lengths: regular, long, and extra-long. The website gave instructions on measuring the shaft length. To wit: Measure from the inside top of mounting bracket down to anti-cavitation plate above propeller (this is the largest plate/fin directly above the propeller). Two more things you have to know: 1) the adjustable mounting bracket that my outboard sits on does not quite lift the engine completely out of the water, so the propeller sits slightly below the surface even on the "full up" setting, and 2) my Johnson has two anti-cavitation plates (see picture). I measured the shaft from the inside top of the mounting bracket down to the first anti-cavitation plate, and using my cell phone as a wi-fi hotspot, I ordered a new, long shaft engine.

Fast forward a week, and I'm back at Belmont Harbor with my new long shaft engine on the dock, but when I removed my Johnson and laid it next to my new Nissan, I realized that my new Nissan's shaft was a good 5 inches shorter than my Johnson's. Perplexed as to how I could have f'd this up, I re-read the instructions, and the phrase "directly above the propeller" came back to haunt me. Take the time to RTPC.

Long story short, luckily I had carefully removed the engine from the box and saved the original packaging and was able to exchange the engine for the "extra-long" ver-

sion less \$410 in extra shipping and restocking charges. Debit experience and credit \$410 (and two lost weekends on the water).

What does all this have to do with British cars? Well almost all the engine repair instructions in the Bentley repair manual begin with the following step, "Isolate [i.e. disconnect] the battery." Many years ago a relative of a friend of mine was pulling the metal fuel line out of his car and while jiggling things around, hit the positive battery terminal setting himself on fire. He did not take the time to RTPC, and his experience cost him more than \$410. So gentle reader, always take the time to RTPC and avoid having to debit experience and credit money, time, effort or the skin on your hand and arms.



*Epilogue: I did take the time to RTPC about the need to tie a safety line to the new engine while mounting it on the bracket, so if I had dropped the engine in the water while installing it, I wouldn't have had to order yet another engine. The new, extra-long shaft, engine works great, and I can now get in and out of Belmont Harbor without the fear of the engine stalling (another British car similarity) and the boat drifting into the my dock-neighbors. Relief all around.....*

*Rumpus*



## THE DRIVE OF YOUR LIFE BY GREG FANTOZZI PHOTOS BY BRANDON FANTOZZI



**N**OW THAT WE HAVE BEEN CABIN BOUND since "forever," I felt that it was an appropriate time to sit down and write about a most unusual gift that our son provided for me. He, too, is a "gearhead," so you should know where this is headed. The gift was given for having reached the age of Medicare acceptance "YEA!" The milestone occurred in early August, but I did not cash in until October as a result of time and schedules.

The morning dawned cloudy following a rainy Friday, but the sky did clear. Together, we made plans to car pool to Black Hawk Farms Race Way! I had made the reservation to drive late in the morning on Saturday. I was to race a new Corvette. When I made the arrangements, no other super cars were available for the date. My son was a bit disappointed because he wanted me to drive the McLaren, Lamborghini or Ferrari. However, none of those cars was available, and I was not terribly disappointed because it was an extra two hundred; too much to drive the Lambo, more for the others! Plus, with the additional insurance, it was way out of my desired reach.

When we arrived, I was amazed at the sounds, the track, and the sheer excitement in my "not too old heart." We had to stop at the track crossing to allow the super cars to advance on the course. As I saw the cars fly by, I realized that I was in for a thrill. I would not be driving a TR6 replica or offshoot! All of the cars were powerfully fast, beautiful and low slung to the track. Not that our TRs do not reflect these same qualities, honestly they are not in the same league.

We approached the pit area and signed in. The first required activity was

for me to attend driver's school! What, go to school? This was a bit ironic, since I had spent forty plus years in a career in schools. But this class was unlike any class that I had ever attended. They were going to teach us wannabes to be real race car drivers. The veteran race instructor started with the usual banter, "If you break it, you WILL pay to FIX or REPLACE the toy!" The toys averaged one hundred thousand to a cool seven hundred and seventy five thousand. I couldn't purchase a wheel for one of their cars. Wow, that was really positive, and if they were trying to scare us into submission, it worked.



The time spent in the classroom was very valuable and really helped to minimize our fear about driving a super car on the race track. Many of the techniques that he conveyed actually replicate many of the habits that we exercise when we drive our TRs. The biggest difference is the speed, power, and cost of the cars -coupled with driving on a race course.

Did I mention that there are other cars on the course and that they could pass you if they dare to? We were given ample time to ask questions ,and as I watched and listened, I realized that I would be the oldest geezer in our group to grace the course.

We were then released to the pit area to wait in line for our car and driving experience. I waited in line for the Corvette when one of the schedulers walked in front of us and stated that the line for the Aston Martin DBSV12 was very short, only two drivers. Did anybody want to switch cars? I moved like a sixteen year old as I asked if the costs would be the same. He responded that I would not be charged any additional fees in spite of a significant cost increase for the DBS. Two drivers later I was walking around the DBS with my team driver and I asked the obvious question, "How

would I fit in the car?" Yes, it was tighter then my TR6! My team driver actually had to lower the seat, recline the seat and move it as far back as he could before I could enter. I finally made it, with the biggest challenge being the helmet as I sat with my head canted to the mid line of the car.

It was very helpful to have a teammate in the car who knew all of the electronic functions of the car as the car is way over the top with electronic gadgetry. Obviously, no key, but you have to know where to push the power start button to make it start. The car was a replica of the DBS used in the Bond Movie. Needless to say, I was impressed with the quality workmanship and the mere sound that came from the exhaust and engine. My teammate, "the young one," reviewed the hand signals and the other points of interest about the apex marked by cones and the all important "power braking". He explained that if your butt slides in the seat in any direction, the same would happen to the car. "Stay out of the rumble tires, first warning. Second warning, don't go into the woods off the track. Bad things happen in the woods." Great insight and wisdom for someone who was younger than my kid.



As we exited the pit and moved in line to begin the first of my three laps, I discovered how responsive and agile the DBS really is. The first lap is provided to get the feel of the car and the track. I also recognized the value of the first lap as the cars remained fairly bunched up. When you begin, you enter a 90° right hairpin turn, followed by a rolling set of two Ss that are connected. You then drive through a short straight followed by a severe zig-zag-zig into a short straight, followed by another hard right and down a longer straight to another hard right hairpin. This takes you into the long straight away past the pit where you "get on it."



Lap two proved to be the lap that was the most fun, yet challenging from a driving perspective. The insight that left the most valuable impression on me was the focus required on the cars ahead and alongside of your car. It is almost like you are driving with blinders fixed to your head. You must keep your focus at least two cars ahead. A driver must watch the movement and brake lights constant of the cars ahead constantly. The degree of concentration really impresses on your brain the challenges that race car drivers face in every race, regardless of distance.

I know you want to ask, so I will answer the question in advance. "Did you pass another car, and did you get passed?" To both questions, the answer is, "Yes." The question that I have been most asked is, "How fast did you go?" Fast enough to scare the be-jabbers out

of me! Over 120 MPH down the straightaway which looks long, but at that speed, distance dissipates quickly! Remember, after the straightaway down the front of the course, you have to execute a hairpin right turn. Thank goodness for incredible six piston breaks and an automatic trans that is race inspired and down shifts faster than any of us is capable. The DBS is worth every penny of the price required to purchase the car. The toughest part of the day was going into the third and final lap realizing that the greatest joy ride on earth was almost completed. But, now that you have really experienced the track and the feel of the car, get on it! Unfortunately, that makes your time remaining even shorter.

As I completed the final lap and drove into the pit, I remember having a smile plastered on my face that did not go away for the remainder of the day!

Needless to say, if any of your kids want to give dad, or gramps the thrill of a life time, go to the Extreme Experience at XXSpeed.com [a coupon will reduce the cost]. Remember to thank your family profusely for satisfying one experience on your bucket list and spending some really quality time with you son, your daughter or your wife. It is a gift that I will never forget, and the time spent with my son was invaluable.



## A WINTER MINI-FIELD TRIP



**A**LTHOUGH TO DATE, THE WINTER of 2015 has been reasonably mild, by late January, your humble and obedient scribe along with Jay Holekamp and Bob Groman were beginning to suffer from a bit of cabin fever. Fortunately, a sale flyer from the Eastwood Company announcing the grand opening of a new brick and mortar retail store at 12100 South Cicero Ave. in Alsip provided us with a much-needed diversion from slaving away over a hot keyboard in Snic Braaapp Towers, along with a chance to hang out with Jay and Bob.

Just about anyone who's ever taken on any restoration work - Triumph or otherwise - is familiar with the Eastwood Company. Eastwood has provided

supplies and tools for the home hobbyist for some time, and the garages of many Coventry Irregulars likely contain half empty cans of various Eastwood aerosols along with various and sundry other restoration ephemera. Fortunately, as of 2015, it may no longer be necessary for those of us in need of items from the Eastwood product line to order by phone or online.

Jay, Bob, and I made the trip from the Western burbs to Alsip in late January and reached the store in about an hour. The building contained just about all of the products we have come to know and love from Eastwood, and a few things that we weren't aware they carried on the showroom floor. The clerk seemed glad to see us, since apparently Wednesday mornings are not their busiest time of the week. The merchandise was displayed nicely, and the store was very clean and tidy. We spent an hour (along with a few bucks) or so looking around browsing at the welders, blast cabinets, tools, and aerosol coatings for which Eastwood is so well known. The store also hosts hands-on training sessions on a variety of topics including, soundproofing, aluminum welding, metalworking, metal buffing, airbrushing, patch panel installation, plasma cutting, and pin striping. The

workshops are held on Saturdays and Sundays. Many of the courses are free, and those that do have a fee appear to be quite reasonable

We all agreed that it was a worthwhile trip, made even better when we deferred to Jay's intuition and stopped at the Mabenka Polish/Lithuanian Restaurant at 7844 S. Cicero Ave. in Burbank [Motto: "As good as mother's and better than others."] If you decide to visit Eastwood's and get hungry on your way home, this place gets the official "Snic Braaapp Six Thumbs Up for good food, and it's only a couple blocks away from the store.

*Snics*

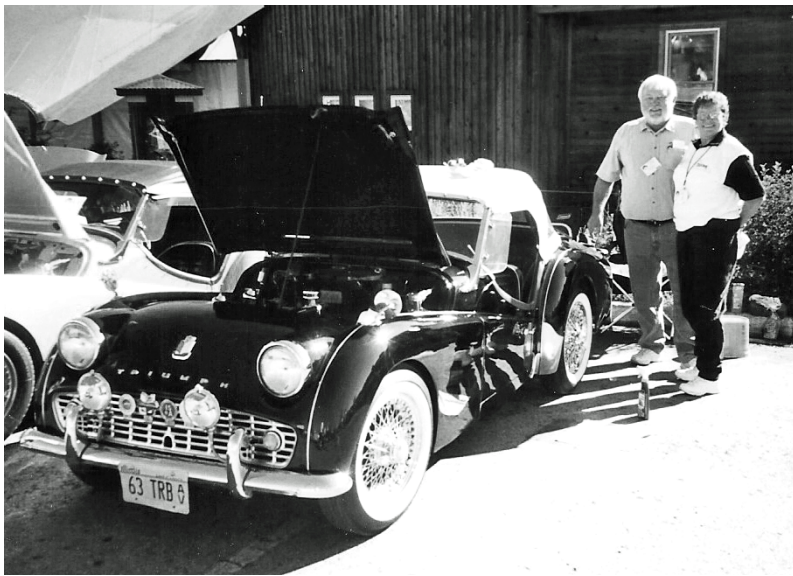
### NEW CHICAGO STORE!

12100 S Cicero Avenue  
Alsip, IL 60203  
[eastwood.com/chicago](http://eastwood.com/chicago)

- Hands-On Garage
- Interactive Training
- Try Before You Buy
- Great Deals Everyday

Scan to check it out!

See pg. 5 for class schedules



## REMEMBERING JAKE

TEXT BY JEFF "STALKER" RUST

AS I WAS REBUILDING THE MOTOR in my '69 TR6 [for the second time] in a neighbor's garage after its whirl wind 100 mph, top-down, tour chasing wild man Mitch Kerr and his lovely wife Shirley down from Canada to VTR1990 in Colorado, and I was frantically preparing for the 1991 VTR in Fort Mitchell Kentucky, a show perfect '62 Thunderbird convertible pulled into to my driveway. The new acquaintance, an icon in the small town of Byron, Illinois, said, "You must know Jake Jacquet, right?" My negative response prompted, "Get in."

Well, if he were taking me to meet the devil himself, it wouldn't have mattered as long as we were going in that Thunderbird (My father's "midlife" included hours in a '62 Cigar Thunderbird -the "round eyed" bird- which lasted about as long as my mother's, "YOU HAVE THREE CHILDREN!" speech/screch." We both loved that car.)

In no time, this stranger whisked me off to meet the "TRiumph god of Byron." The man who owned more TRiumphs than anyone ever had: Jake Jacquet. I had found my soul mate. I was thirty-six. Tim and Ann Buja where in their twenties, and Jake...? He was bigger than life. Bigger than life. I was also introduced to Jake's "pride and joy and life long companion, his Red 1965 TRiumph Spitfire. Oh yeah, and Donna too.

My first words to Jake about his Spitfire were, "This really needs to go to a National." (I was referring to the National TRiumph Convention held each year in a different location around the United States.) Jake said, "A what?"

Fast forward a few months, and Jake, Donna, the Spitfire and I were headed (along with the ISOA caravan) to Fort Mitchell, Kentucky, and VTR 1991.

Jake, Donna and the Spitfire naturally walked away with their first "First Place" national award.

While the rest of ISOA beelined for Chicago, Jake and Donna decided to extend their adventure with a tour of the covered bridges of Indiana on the way back to Byron and invited me along.

If there is one thing I have learned about Jake, it was that he had an intimate map of the Midwest's finest roads permanently imprinted somewhere in his brain. I've also learned that if Jake said he knew a "different way," you followed him.

It was a beautiful sunny day, perfect for a Sunday top-down drive through the back roads of Indiana..... until our first stop sign. About fifty feet beyond the four way intersection, the Spitfire.... spits fire and died. The first time.

This was the first time they had taken the car out of Illinois, let alone three states away. It was their first big trip, and all the rest of the club left up the highway and was long gone. I could see the anxiety level rising in both Donna and Jake - especially in Jake. You know how his ears got red, and his forehead wrinkled up, and he started to walk back and forth trying desperately to figure out what was wrong, and how the hell he was going get the car back to Illinois, let alone Byron.?

While Jake was pondering his perceived disaster in a corn field in Indiana, I walked back to my car and returned with a blanket, a basket and my cooler.

I spread the blanket out on the grass along side the Spitfire, pulled out a cutting board, knife, crackers, a delightful assortment of cheeses, sausage and a container of smoke oysters.

I reached into my cooler, retrieved a bottle of beer, walked over to Jake, handed him the beer and said, "Jake, it's a fine LOOKING car." Instantly the color left his ears, the wrinkles in his forehead disappeared, and we all broke into laughter. Then Jake added, "...and it's a national trophy winner, too!"

We soon figured out that after the car sat for a few minutes and cooled down, it started right up and ran just fine.....until the next stop sign.

Jake also developed a way to slow way down and then blow through the stop signs when no one was there.

After awhile I ran out of beer and food, so Jake said, "Maybe we should just jump on the interstate, (i.e. no stop signs) and skip the covered bridges."

I said, "No Way! And miss the covered bridges?? Besides you have it down now. We just don't stop." (note: I have never made it back to the Covered Bridges of Indiana)

You should have seen Donna snapping photos as we slowly drove through each covered bridge, never daring to stop. It was the funniest thing I have ever seen, and I never stopped laughing the whole time. I would love to see those pictures. Unfortunately, although I know I had my camera and I'm sure I must have captured it, I can only find four pictures from that whole event.

Jake and Donna became mainstays at several national and international events. The most remarkable had to be their tour with ISOA to Portland, Maine, and Halifax, Nova Scotia, and then the next year, touring by themselves to California and up the coast on West Route 1 to Seattle, Washington and back.

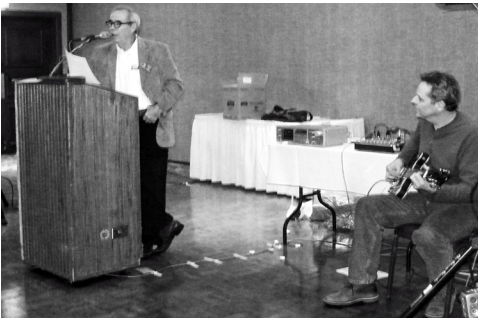
*Stalker*

## Big Bash-continued from page 1



As the dessert dishes were being cleared away, outgoing President, Mark "Painless" Hattenhauer, took to the podium to deliver his farewell

address. He decreed that by executive order, he was going to violate the long-standing policy of not presenting awards to sitting board members and called Jack Billimack and your humble and obedient scribe to the microphone to hand out a pair of "Lifetime Achievement" awards for time served to ISOA, a gesture that was much appreciated by both Jack and me. At that point, Mark officially turned the proceedings over to incoming president Denny Stock, who then delivered his inaugural address and extolled the virtues of ISOA.



Your humble and obedient scribe then took to the microphone to recognize the many Coventry Irregulars who had submitted verbiage to this illustrious publication over the last 12 months and without whose contributions, *SNIC BRAAAPP* would certainly be even less than it is. Those recipients included Denise Allgaier, Jack Billimack, Mike Blonder, Rod Buss, Frank Cartwright, Kim Casper, Mark Costello, Bob Crowley, Mark Fisher, Mark Hattenhauer, Chris Holbrook, Roman Hrynewycz, Dave Kanzler [*whose contributions totaled 12 submissions in the year 2014!!*], Irv Korey, Andy Lischett, Tom Morgan, Joe Pawlak, and Lars Sullivan. We then presented awards to many of the unsung heroes of ISOA who help with meeting activities, host clinics, or conduct tech sessions. The

recipients were: Mike Blonder and Terry Underhill, Kim and Judy Casper, Doug and Debbie Larson, Bill and Kim Jensen, Tom and Pat Morgan, Joe and Kathy Pawlak, and Denny and Kim Stock. In addition, Jay Holekamp, Denise Bllard, Joe Flix, Roseanne Flix, Paul Barthel, John Hall, Chuck Montague, Karsten Kell Ron Danihel, Mark Fisher, and Steve Yott were acknowledged for their dedication to the club in 2014. Joe pawlak was also presented with a special plaque for his efforts as tech coordinator and for conducting and organizing numerous clinics during the year.



Following these awards, we were honored to present the Ray Henderson "Member of the Year" award to Kim Casper for his yeoman efforts in organizing and hosting the annual fall color tour, an event which has somehow managed to get better each year, and for which this award was long overdue. The tension in the room began to build as we approached the dénouement – the announcement of the 2014 "Boomer of the Year" award. While there were several 2014 Boomer's that might well have qualified, the unanimous choice of the Boomer Selection Committee was Pat Morgan for her acquisition of the infamous bottle of Lucas smoke at the February meeting and for which she paid handsomely. In recognition of her generosity, Pat was presented with an official Lucas Smoke Bleeding Kit, custom-made by members of the selection committee at the Silver Lake Triumph Centre. Following the awards presentation, your humble and obedient scribe, with the expert guitar backing by ISOA's

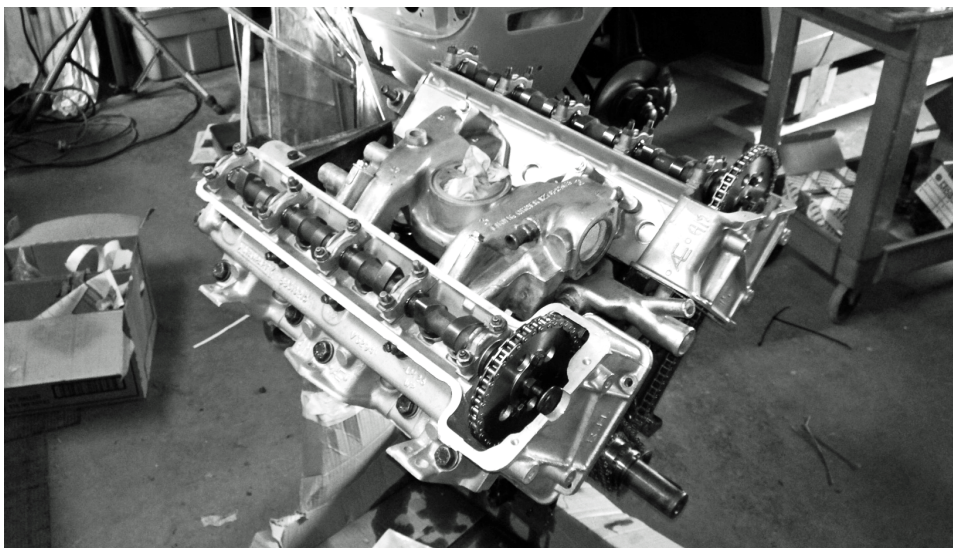
six string virtuoso, Mike "Wheelman" Konopka, mumbled our way through a couple of little ditties that hopefully provided a chuckle or two before turning the microphone over to Joe Pawlak who then announced the answers to the "Name that that Tune" contest. The high score was recorded by the team of Denise Allgaier and Scott Regula who were granted temporary custody of the newly introduced traveling trophy until next year's Big Bash.

The final activity of the evening was the traditional "identify the photo" contest organized and administered by Barb and Jack Billimack. Poster boards with photos of political, athletic, and entertainment celebrities were passed around the tables, and each group had a limited amount of time to try to identify the people whose likenesses have graced the pages of popular periodicals over the last 12 months. Since Vicki Korey was unable to attend to defend her 20 year reign of success – the winning team was led by Dave "Snake" Shedor who, along with his dinner companions, allegedly correctly identified the most photos.



As the eleventh hour approached, the crowd began to thin and folks started making their way for the exits, but not before enjoying a few laughs, in many cases receiving very justified recognition, and last but not least, enjoying some excellent fellowship. Our collective thanks go to Rosanne Felix and Kim Jensen for orchestrating this year's party, as well as to events coordinators Jack Billimack, Joe Pawlak, and Mike Konopka for their efforts to make this party such an overwhelming success.

*Suds*



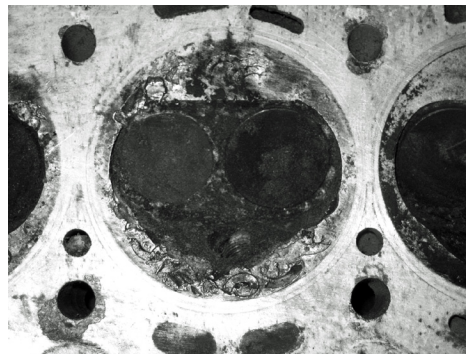
NOT STUMPED BY THE STAG LUMP  
JOE "STAGMEISTER" PAWLAK

**T**HE ONLY TRIUMPH DESIGNED V8 is the 3.0 liter overhead cam configuration that is installed in the Stag. Unfortunately, this was the Achilles heel of this fine touring car. The basic design is sound but was never refined past version 1.0 due to budgets and the ill decision to launch a vehicle before proper testing of the powerplant had been performed. Combine this with a manufacturing workforce that was not very interested in making a quality product, resulted in a recipe for disaster. Poor quality and assembly doomed the Stag before it left through the manufacturing gates at the Speke works (Speke was infamous for some of the most bitter of labour strikes in the UK). The LD2 Stag in its short 23,388 mile history already experienced two blown engines. That nonsense will stop right now.

Over the last couple of decades, Stag enthusiasts knew what it took to make the Stag V8 a reliable source of motive power for this great Triumph. I am proud to say that ISOA has contributed to this world-wide effort over the years with members Tim Buja, John Kolton, Steve Yott and myself. The ultimate was the 18,000+ mile cross continent reliability run of

the TTA Stag! It comes down to putting the motor together properly and doing some easy modifications to the stock parts.

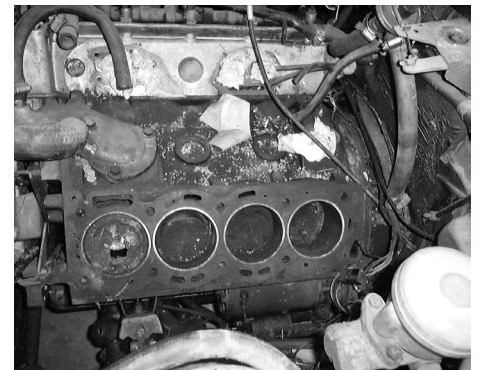
The LD2 Stag sat parked for over 20 years with its second blown engine. A valve/timing failure caused catastrophic damage to the motor with a hole punched through the top of #2 piston. The left side



head was already off the car when I got it. Removing the right side head did not reveal much better things to come. Any kind of failure was just a matter of time. The heads were badly corroded in the coolant passages. Eventually, overheating would have warped the heads. Proper maintenance was not performed as evidenced of the engine leaking critical fluids everywhere. This motor was a mess. The badly damaged heads were useless and beyond repair.

The biggest thing that needed to be saved was the block. With a serial number of LE1E, this was sig-

nificant. Fortunately, the block was saved and machined back to proper specifications. Thanks to FCR machining in Palatine (the folks who did all the machine work on the engine), who even managed to get the casting sand out of the block too. Yes, I said sand. this is a very common problem and represents the great work the Triumph Speke employees did.



The crankshaft was not properly machined, which more than likely happened during the first engine blow up. (This was from a broken oil pump) Whoever machined this crank ground away all of the radiuses from the journals making it a 43lb hunk of scrap. So the search was on for a set of heads and a crankshaft. This is not an easy task. I ended up acquiring two other Stag engines. The only thing salvageable on the first motor was the crank. The heads were badly corroded and would have required \$1800 each to repair. Yes, \$1800 EACH. The second engine was retrieved in the middle of winter from the Phil Fox Triumph Farm near Indianapolis. The second set of heads was not perfect but cost only \$500 each to repair the decks.

All the machining was done by FCR and at a VERY reasonable rate. Total machining costs were just under \$1500, an unbelievable price, and the work was top notch! Plus, drop-off to pick-up time was less than 4 weeks! Some shops take 2 years, and I am not exaggerating! The pistons, rods and crank were all balanced. The crank had a good chunk removed to



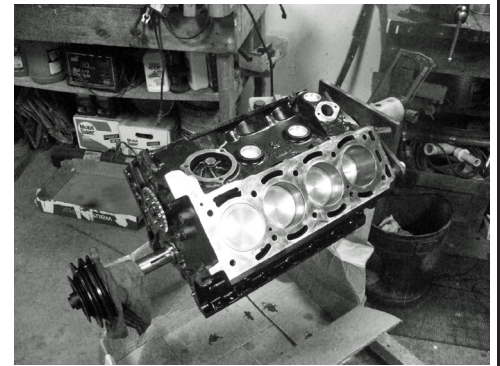
obviously meet the balancing specifications-another quality step left for us to do. Again, many thanks to the Speke folks for that. FCR left the rest to me. As you can see by the picture, some assembly is required. New bearings, high compression pistons, chains, sprockets and all the other ancillary items were renewed. (My thanks to Screamer for modifying the new chain tensioners for me)

The assembly went well. Pictured here is my 14 year old neighbor, Andrew. He wanted to



know how to work on cars and asked if he could watch me put the motor together. I did him one better, I made him put the bits together, with close supervision, of course. Since that day, his parents said that this is all he talks about, and he continues thank me. Prior to that, his dad called and asked me to take him to school, as he had missed the bus. I did, in TSTAG73. He got to experience some good old sportscar driving as well being thrashed about in a Triumph V8! When we pulled up to the high school, all his friends came up and just said a collective "cool." Andrew was certainly BMOC for the day (Big Man On Campus).

The radiator was re-cored by Revcore in Woodstock. It was 60% clogged, and it would have been of no use in cooling the motor. The distributor is done, but I need to install the electronic ignition. The bushings were shot on the original, but I had another that was in good shape. I still need to do the carbs. They are disassembled and awaiting cleaning and final assembly. [More on all of that later.]



Owning a Stag is not for the faint of heart, but once properly sorted, this motor will give its owner a wicked sounding twin exhaust V8, serious horsepower and 6000+ rpm, which is one of the most rewarding feelings a Triumph owner can ever experience. Above all, it can be reliable! Make beautiful music with your right foot, and to hell with gas mileage.

Hours: 52.0  
 Dollars Spent: \$3109.62 Machining & new engine components  
 Total Hours: 149.75  
 Total Spent: \$7640.09

## ISOA CLUB JACKET CLOSEOUT SALE!!

JUST IN TIME FOR SPRING!

"MARCH MADNESS" CLEARANCE SALE

LIMITED TO STOCK ON HAND!! GET 'EM WHILE THEY LAST!

'CAUSE WHEN THEY'RE GONE, THEY'RE GONE!!

*Accept no substitutes.*

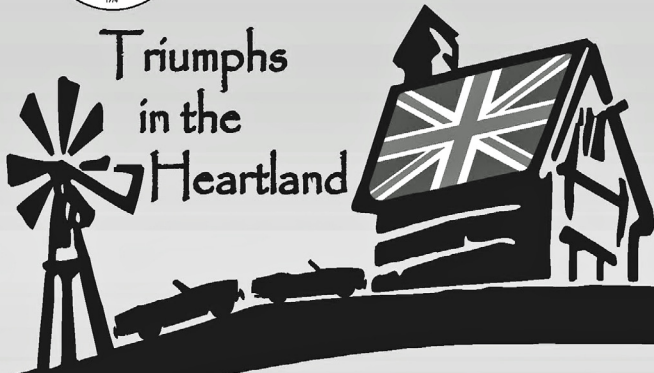
Contact "Mr. Bill" Jensen, ISOA regalia chairman to let him know what size[s] you want, and he will bring them to the March meeting.

Email: [kimandbill76@gmail.com](mailto:kimandbill76@gmail.com)

or phone: 815/729-9731



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

New Date...  
Same Location!

Chicago's 19<sup>th</sup> 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  
(1/2 mile north of IL Rt 38 on County Farm Rd at Manchester Rd)

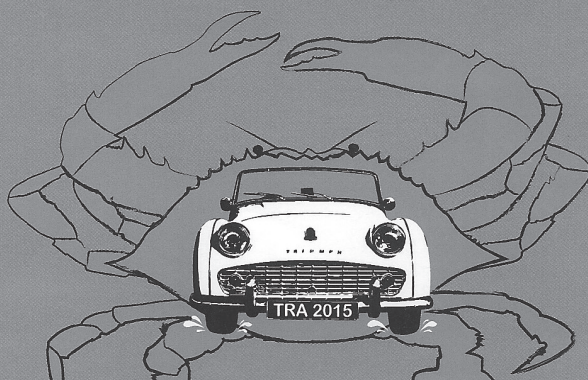
Upon receipt of your registration form and payment, you will be sent an acknowledgement and vendor information package.

For information call Jim Evans 630-858-8192 or Victor L'Heureux 815-893-6535  
or [www.britishcarswap.info](http://www.britishcarswap.info)

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

18th Annual All British Car Swap Meet & Autojumble.  
Sponsored by the Chicagoland MG Club. NOTE: New date,  
same location. 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 mo-  
torcycles. Vendor space available.

GPS to: DuPage County Fairgrounds,  
2015 W Manchester Rd, Wheaton, IL 60187



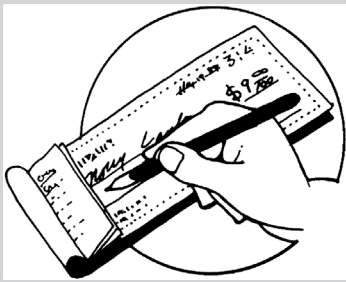
TIME, TIDES  
& TRIUMPHS

TRA 2015 NATIONAL MEET  
SOLOMON'S  
ISLAND  
MARYLAND

JUNE 16-19, 2015

HOST HOTEL: HOLIDAY INN CONFERENCE CENTER  
& MARINA SOLOMON'S ISLAND, MARYLAND

# PAY YOUR DUES



**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.**

June 28, 2015 - Saint Mary's College, Notre Dame, IN



- Michiana Brits Annual British Car Show contact Larry Palguta (574) 288-3923 - the Michiana Brits British Car Enthusiasts Club invites you to join them at their Michiana Brits 28th Annual British Car Show. This highly popular all-marque show is on the beautiful campus of Saint Mary's College on the north side of

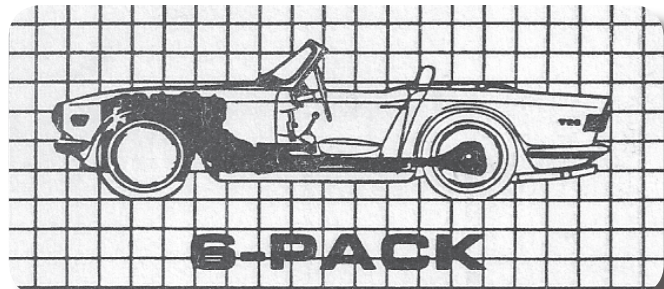
South Bend, IN, across the street from the University of Notre Dame. Judging will be by popular vote, with awards given for each class and Best in Show. The entry fee is \$20 per vehicle. Vehicles may arrive after 8:30 AM, judging from 11 AM - 2 PM, awards at 3 PM. Goody bags and collector show pins for the first 100 vehicles. Food sales (credit cards accepted) in the air-conditioned club house (rain or shine!) by Saint Mary's College. Open to the general public 10 AM - 3 PM, free admission & parking, club house restrooms. Bring a can of food for our "Help Michiana Brits Drive Out Hunger" donation to the Food Bank of Northern Indiana. Entrants may register at the show or pre-register at the Michiana Brits website, [www.michianabrits.com](http://www.michianabrits.com).

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](mailto:Kastner15@icloud.com) for information on the hotel.
- Event questions - please email Scott Janzen, Friends of Triumph event organizer, at [Kastner15@icloud.com](mailto:Kastner15@icloud.com).



2015 TRials

Sept. 10-13 - Galloway, New jersey



June 21  
Sussex, WI



Dear Editor,



I have decided to carry the Dowton Abbey theme from my office here in Congress into my garage as well. I was hoping that you could point me and my decorator in the right direction for decorating and also equip-

ping my garage with period accessories etc. to make it match the motif that I have grown so fond of.

Congressman Aaron Schrock  
Illinois's 18th congressional district  
Washington, DC Office  
2464 Rayburn House Office Building Washington, D.C. 20515 -



PS Money is no object

Dear Congressman,

Your lifestyle [privately funded trips via chartered private planes to Havana, Barcelona, Addis Ababa, Tel Aviv, and Turkey, a personal photographer, staying at five-star resorts in Aspen, the Wynn hotel in Vegas, the Four Seasons in Vail and San Francisco, the Delano, Fontainebleau and the Soho Beach House in Miami Beach, and both the Peninsula and the Beverly Wilshire in Beverly Hills], and the \$3.2 million you have in the bank should just about cover a nice garage remodel to store your \$74,000 Chevrolet Tahoe. If you want to continue with the Lord Grantham look in the garage, we suggest a mid twenties Silver Ghost, a Bentley Mulsanne, and for good measure, an Aston Martin International and our personal favorite, a Triumph Dolomite. That should leave a bit of cash left to buy a Costco sized supply of oil dry. [You just might to hang on to a bit of some of that cash to cover the attorney's fees just in case any auditors come sniffing around.]

Dear Editurd:

I am new to Chicagoland, having just moved here from San Diego. I was hoping that you could help me out with a few winter driving tips and also provide a bit of advice on how to beat the winter blues?

Ivan Yakenoff - Berwyn

Dear Ivan.

Let's get this straight-You moved from here San Diego of your own free will? We have never encountered anything quite like this, so we referred your query to our sisiter publication and role model, The Onion-The world's finest news source, for advice and counsel. Here is their advice:

The winter months can be a dangerous time for drivers, with icy surfaces, inclement

weather, and reduced visibility making roads more difficult to navigate. Here are some tips for reaching your destination safely while driving in winter conditions:

- Always tow a spare car behind your car in case yours breaks down.
- Watch the weather app on your phone constantly as you drive so you can get any updates immediately.
- If your car begins to skid wildly toward a group of five pedestrians on the side of the road, but you have the option to steer it toward a single bystander nearby, utilitarian moral theorist John Stuart Mill says you have an obligation to steer toward the lone pedestrian in order to do the least harm to the least number of people.
- Try your best to remember the winter road safety lecture your father gave you 15 years ago when you weren't paying attention.
- Wrap your tires in snow chains so your car can feel the same way you do.
- AAA advises motorists to drive slowly and exercise extreme caution while traveling on icy or snow-covered highways, but AAA doesn't need to haul an 18-wheeler full of Maytag washer/dryers to Tulsa-town by 7 a.m.
- Clear snow away from your vehicle's hood ornament so other motorists can see that you're a big shot driving a Mercedes.
- Drink plenty of ice water to prove to the ice and snow on the streets that you are one of them.

With fewer hours of sunlight and lower temperatures that make it harder to stay active, the winter months can be a strain on the body and mind. Here are The Onion's tips on how to keep seasonal depression at bay:

- Get to the gym! Exercising can help you find people to hate even more than yourself.
- Just wait another billion years for the North American continent to drift closer to the equator.
- Make sure you're overeating the right foods.
- Many find it helpful to escape the cold by building a hexagonal room lined with mirrors deep underground, heating the chamber up to at least 120 degrees, and then descending into a hallucinatory fugue for the winter.
- Take a three-week-long vacation of a lifetime to explore Southeast Asia, or, you know, buy a special lamp.
- It's a little-known fact, but pharmaceutical companies actually make medications that can be used to alter people's moods. However, doctors only prescribe these medicines in extreme circumstances for a tiny handful of one in five Americans.
- Curling up inside and binge-watching your favorite TV show is a great way to pass several hours of your months-long winter ordeal

Snic Braaapp would like to thank the Onion, for these helpful tips. We are here to help.

Ed.



## 2015 ISOA BOARD OF DIRECTORS

President Denny Stock  
630/665-7251  
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





## February 2015 Meeting Notes by ISOA Secretary Bob Streepy



THE BELATED FEBRUARY monthly meeting of the Illinois Sports Owners Association took place at Mack's Golden Pheasant on Sunday, February 8, in Elmhurst. Things got underway at just after

7 PM when newly elected (appointed, coerced?) President Denny "Showroom" Stock called things to order. The new chief executive introduced the members of the board in attendance and asked your humble and obedient scribe to provide a newsletter report in which I reminded everyone that the 15th of the month is the general deadline for submitting articles, graphics, and ads. I also spoke at some length about the preparations that have taken place for the 2015 VTR convention and asked (begged?) for volunteers to assist with some of the events. Following my report, Denny then asked those in attendance for updates on any Triumph projects that had taken place recently. Bill Jensen mentioned he had been working on his TR3, and he discovered that the homemade recipe for PB Blaster consisting of ATF and acetone worked wonders on rusted fender fasteners. John Kolton then spoke about some of his recent efforts, which included installing a repaired transmission in his Stag. He also described the installation of the drive train in his TR4A, and he provided several impressive graphics of the car to support his contention that it is coming together nicely. He anticipates having it on the road and operative by the Fourth of July.

Denny then explained to the audience that the board had decided that the club was in need of a "Social Media Coordinator," and that he would gratefully entertain volunteers for this newly created position. Burns Rafferty agreed to take on the task of monitoring and coordinating the ISOA presence on Facebook, Twitter, etc. - much to the relief of the board members - most of whom are woefully unfamiliar with these entities.

"Mr. Bill" Jensen, ISOA Regalia Chair, mentioned that the club was clearing out its inventory of jackets, and anyone wishing to acquire one in time for spring should contact him ASAP. (See ad on p 13)

The general topic of discussion at the February meeting consisted of "Waking Up Your Triumph," and Denny sought input from the audience about procedures that people have used after their cars had spent the winter in hibernation. Bob Groman got things underway by talking about priming his engine by removing the coil wire and turning the engine over until all of the moving parts were lubricated before actually "lighting the candle." Pat Lobdell's system was somewhat less complicated: he simply turns ignition key until the car starts under the theory that it'll take so long for the thing to fire that the upper cylinders will be lubricated by the time it fires.

The conversation then segued to past events, and Ed Klitch and John Kolton spoke about the recently held electrical clinic conducted by Joe Pawlak. (See February newsletter, page 8 for further details). Mark Hattenhauer, Denny Stock, and I spoke about the recently held Big Bash, which we all agreed was an unmitigated success. Plans are now underway to hold the event at the same venue next year.

Joe Pawlak then spoke about expanding on the suggestion that was made at the electrical clinic to collect old wiring harnesses for salvage so that the club could have a stock on hand of the properly color-coded wires for harness repair. Dennis Hill agreed to collect harnesses, and plans are underway for a Saturday get together to strip and inventory these harnesses.

Things then turned to upcoming events, and Jack "Spuds" Billimack described several of the activities planned for the near future including the differential clinic, the tour of fall-line motorsports, the carb clinic, the British Car Swap Meet, a top installation clinic, the spring Chilifest party, a distributor clinic, and of course, the ever popular House on the Rock spring tour set for April 31st.

Discussion then turned to cars and parts wanted or for sale, and Jack Billimack mentioned that he and Jerry Hurst, along with Barb and Sandy,

had driven to the home of late ISOA member Jake Jacquet to help Donna plan for the disposal of Jake's cars and parts. Jack described the various cars in some detail, including those that would be described as "project cars" and those that fell under the category of "Ran When Parked." (See classified ads on page 18 for further details). Next up was the monthly raffle, which was won by Pat Lobdell, followed by the Peter M. Roberts and Boomer awards. Roman Hrynewycz nominated Jay Holekamp for a Roberts award for gifting him with a book on the history of the Daimler 250 - a very special car that Roman is interested in acquiring. Jack Gleason nominated "Mr. Bill" Jensen for providing him with long-distance electrical advice on the proper wiring of his newly installed lift. Jack mentioned that pursuant to Bill's advice, no one was electrocuted. This apparently swung the vote and "Mr. Bill's" favor. There was only one Boomer award offered up by Frank Cartwright for Bob Groman's acquisition of a Mayflower crank, which Bob bought on eBay. Bob thought it might benefit the myriad of MISOA Mayflower owners, but sadly, the current number of such people is at naught, proving once again that no good deed goes unpunished. Bob won the award unanimously, and he now has temporary custody of a very heavy bent wire wheel.

There being no new war unfinished business, Denny close things out at about 8:30 and invited folks to hang around and visit if they chose since, we still had the room for a few minutes

With apologies for any errors and/or omissions, respectfully submitted your humble and obedient scribe.

*Suds*



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

•**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](mailto:ehusmann720@gmail.com); Ernie [01/15]

•**Help Wanted:** Reporters 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*. Contact Bob Streepy [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net) [01/15]

•**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](mailto:trstreep@sbcglobal.net). [01/15]

•**For Sale:** 1971 Triumph TR6 Red w/ white interior, newer tires, runs well. Previously owned by Don Sheldon. Asking \$2700.00 - If interested call Steve Bailey @ 847-269-0122 [03/15]

•**Parts Wanted:** 1960 TR3A engine parts Crankshaft fan belt pulley (I really only need the inner half), Valve cover in excellent condition, (3) oil galley side plugs. Contact Paul Schneider 815-404-4424 or [paul\\_beth\\_schneider@msn.com](mailto:paul_beth_schneider@msn.com) [03/15]

•**For Sale:** Triumphs - All were "running when parked" 1975 TR6. Carmine Red. 95,623 miles. Panasport wheels. Factory luggage rack. J type overdrive. 1964 Spitfire. Red. 73,844 miles. Wire wheels. Overdrive. Overriders. 1980 TR7 Spider. Black. 105,721 miles. Convertible. 5 speed. 1976 TR7. Yellow 58, 941 miles. Coupe with sunroof. 5 speed. Toyota 5-speed transmission and installation kit to convert a TR2, TR3, TR4, TR2500 or TR6 to a 5-speed. Sold by Herman van den Akker in California. [www.hvdaconversions.com](http://www.hvdaconversions.com) If interested, please call 815-985-6641 or email [TWRVLR5@gmail.com](mailto:TWRVLR5@gmail.com) [03/15 - not an ISOA member]



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

George Grumbos 3/03	Karsten Kell 3/18
Diane Rafferty 3/03	Dave Kanzler 3/19
Bill Kolton 3/05	Jay Holekamp 3/23
Dolores Danihel 3/10	Mike Sedlak 3/24
Scott Stier 3/11	Pat Manning 3/26
Wayne Seyller 3/14	Bob Lathrop 3/26
Ken Smith 3/15	Joe Pawlak 3/27
Elliot Goldman 3/16	Carl Geiger 3/30
Alan Avery 3/18	

### ISOA Membership Counts

233 memberships - 175 members

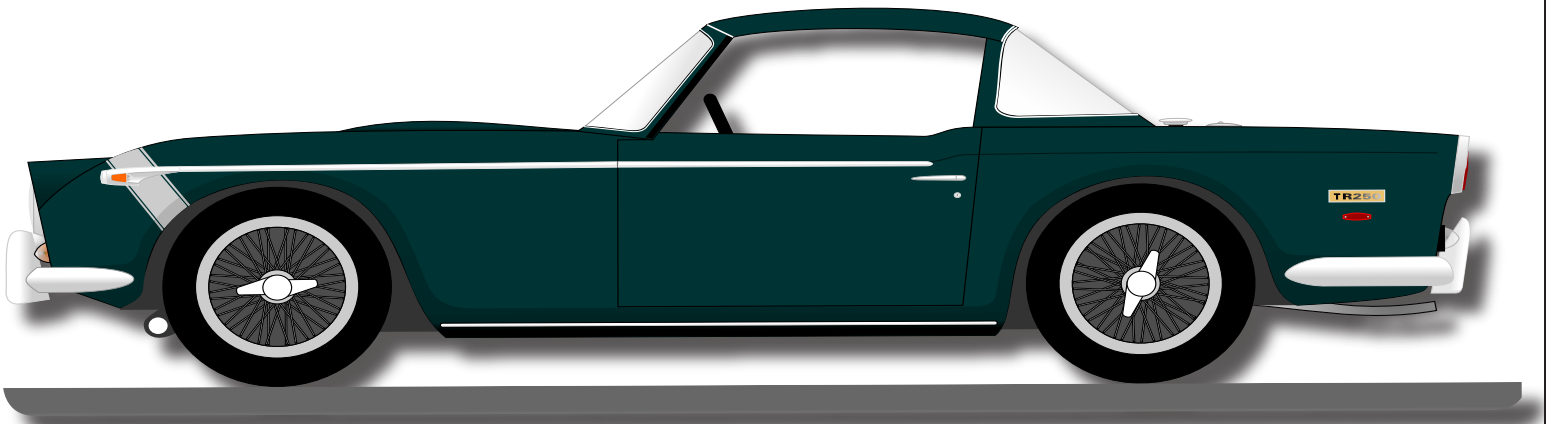


### Snic Preview

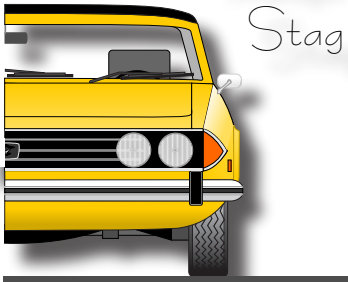
Coming to a sleazy newsstand near you in your April newsletter

- Diff Clinic Report
- Fall Line Tour
- Rumpus on Masochism
- LD2 Update
- Convention News

Lots More Stuff



Joe's  
Triumph  
Stag



Spitfire  
Mk2



TR 4a



## 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](mailto:thebujas@comcast.net)

Your userid and password is only for the membership roster that we keep on the website. Each ISOA member must logon to the site with his/her own nickname and password to gain access to the "Members Only" material.

### ONLINE ROSTER ACCESS INFO

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

**Braaapp**

*THE REAR VIEW MIRROR*



MARCH 2015

*MARK "PAINLESS" HATTENHAUER'S 1975 "IRISH RACING GREEN"  
TR6 WITH PHOTO ENHANCEMENT COURTESY OF HIS BROTHER, BOB*