



SNIC BRAAAPP

JANUARY 2009

Vol. I Issue No. 438, \$3.95 newsstand price

“Git ‘er Done!” Publications, A division of the Busted Knuckle Group

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-THIRD YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

TTA STAG PROJECT TEAM WORKS OVERTIME

TEXT AND GRAPHICS BY JOE “STAGMEISTER” PAWLAK



ON SATURDAY, NOV. 8TH, NINE ISOA FOLKS CAME OUT TO Hampshire to help block out the initial coat of paint on the TTA Stag. Seven of the members had never done anything like this before, so it was a true training session. For their first time, they did a pretty good job. There were only a few minor areas that needed some touch-up, but overall, the results were superb! This show of support for the project saved two weekends of work in getting the paint finish prepped for the final flow coats. The blocking revealed no significant panel defects, and any minor imperfections were simply blocked away.

We did the “money” coat, or the final couple of flow coats, on the following day. The outside temperature was
continued on page 10

INSIDE YOUR JANUARY SNIC BRAAAPP

- *Con “TR” ibutions from across the Pond*
- *S TTA G Update*
- *Sir Bentley’s “Advice to the Shopworn”*
- *“Year in Review” Collage*

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. Everyone is welcome to attend the Board meetings.



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
Jan.	1st	Thurs.	10:00 AM	Outer Drive Hero's Rally - Northerly Island [www.odhdc.org]
	4th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	17th	Sat.	8:00 AM	Hub Clinic - Pyles, 320 N. Linden, Itasca
	24th	Sat.	6:00 PM	Big Bash '09 [details on page 13]
Feb.	8th*	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]*
	21st	Sat.	TBA	Bowling Party - Wood Dale Lanes
	22nd	Sun.	8:00 AM	British Car/Part Swap Meet, DuPage County Fairgrounds
	28th	Sat.	8:00 AM	Trans Clinic
Mar.	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	14th	Sat.		ISOA Chili Party, Lathrop's Woodridge
	25th	Sat.		Distributor Clinic
Apr.	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	18th	Sat.	8:00 AM	Carb Clinic
	31st	Sat.	4:00 AM	30th Annual "House on the Rock" Tour
May	2nd	Sat.	8:00 AM	Tune Up Clinic
	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	24th	Sat.		TTA Stag Unveiling

**Not the first Sunday*

Note: TTA Work Sessions will be ongoing through 2009. Check the ISOA webpage for the latest schedule or call Joe Pawlak at 847/683-4184 for the up-to-the-minute plans.

SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. 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. Accept no substitutes. Remember - Snic Braaapp is 99.04% pure. Questions, Comments, and Great Thoughts may be directed to:

Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 email: trstreep@sbcglobal.net

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A LITTLE BS FROM BS



NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE

The cliché, “Time flies when you’re having fun,” always seems especially fitting around January. The initial month of the new year provides a particularly appropriate time to simultaneously look back over the preceding year, while we plan for the forthcoming one. Over the last twelve months, our club has engaged in numerous social, driving, and technical activities, and the current thinking is that most, if not all, of these events will be revisited in 2009. Still more will undoubtedly be added to our monthly agenda. In 2008 our social calendar included the Big Bash, the chili party, the bowling party, movie night, white TRash night, the Roselle cruise night featur-

ing the Spinal Tappets to name a few. The last year also saw club members driving to Huron, OH, Ypsilanti, MI, and Townsend, TN, to participate in national Triumph conventions, plus countless local British car shows including Champaign, Sussex, and BCU. Club members also turned out at many nonspecific car shows during the driving season, too numerous to recount here. We also had quite a few tech sessions, all intended to help us keep our Triumphs, the newest of which now is more than twenty-five years old, running reliably, if such a thing in a Triumph is possible.

As we take a peek into our ISOA crystal ball for 2009, we predict that the new year will include all of the aforementioned activities, plus a few more. Certainly the major 2009 club project will center around the completion of the TTA Stag. The Stagmeister and his crew of [spray] gun slingers have already performed miracles on the car in preparation for its transcontinental trip scheduled for the summer of 2009. While the current status of the car would indicate that the car’s completion is on track, there is still much to be done before the keys are turned over to John Macartney. The new website includes a page devoted to “forums” including the TTA Stag

where current updates, as well as scheduled work sessions are listed. Check out the ISOA home page and follow the links to find out what is on tap and try to contribute some effort to the project. While we all have great admiration for Joe’s skills, remember that he did migrate to Hampshire by way of the planet Krypton. Much of the work that needs to be done does not necessarily require years of bodywork expertise or advanced mechanical skills, just the willingness to get a little dirty and the desire to pay attention to detail. Let’s all make it our new year’s resolution to lend a hand to the project in order to assure that the car is completed in time for a thorough shakedown before it goes on its incredible journey.



Suds





MOORE ON THE MARQUE
BY MARK "GUZZLER" MOORE



Just last month, four short weeks ago, I wrote that it didn't really seem as if winter could already be upon us. How wrong I was! I don't

think we have had a decent day since. With single digit temps and snowfalls common, I would say that the driving season is definitely over for us here in Northern Illinois. Of course, I am a procrastinator (and an optimist who foolishly believed that we still had nice weather coming) and I got caught with my Triumph not properly stored. Now my truck will have to sit out all winter, and I will be scraping windows until April.

As I also wrote last month, I have plenty to do to keep myself "Triumph busy" in the off season. I am happy to say my TR6 finally has some finish paint on it. It's only on the underside of the car, but it's still nice to see some of the final color on the car. It's a bit brighter than the stock yellow, but it's a sports car, and it should make a statement. It is still a long way from being done, but having some of the new color on the car makes it seem a lot closer.

This is a bittersweet president's column for me. It will be my last one (at least for quite awhile). I have served for two years now, and although I've been told I could go on, I think it's best to get some fresh blood at the helm. It's been a great honor to be the president of ISOA. As I have traveled around the country to different Triumph events, I have really gained an understanding of just how lucky we are to have this club. There are other clubs that may be as large, and some may even claim to be as active, but none are better. This club offers something for everyone.

ISOA fills all the needs of any Triumph owner, combining social events and the technical support necessary to keep our old cars running. The club might seem a little cliquish at times to a newcomer, but if you take the time to get involved, you will find that everyone is welcome, and what may seem like a clique is a group of old friends that will welcome you if you care to join in. If you are someone who doesn't work on your car, but wants to go on group drives and attend other social events, there is plenty for you. If you joined the club in hopes of finding technical help with repairs and upkeep, this club is everything you could ever want.

I'll keep you all posted on the progress of my TR6 restoration project. Look for an article and some

pictures of the finished project in the spring. I am sure I'll have another byline or two coming up in this rag as well (Streepy isn't afraid to beat a dead horse). I have actually enjoyed writing this monthly column. There have been times I have been at a loss for words, but I've just come up with some line of BS and made it through. Streepy has always patched up what ever I sent him and made me look better than I am. The same way the club board members have made me look like a better president than I've actually been. With a team like this behind you, being president is really a "can't fail" kind of job. It's been an honor to serve as president of this club. I look forward to being an active member for years to come.



'Till Next Time,

Guzzler



ISOA BOWLING PARTY
WOOD DALE BOWL, 155 W IRVING PARK RD.
WOOD DALE, IL 60191 (630) 766-6800

*Back by popular demand - the ISOA bowling party. Come out to beautiful Wood Dale on Saturday afternoon, **Feb. 22nd** and bowl three lines with your ISOA fellow keglers. After the bowling, enjoy an all-you-care-to-eat catered meal*

Final details will be in your Feb. newsletter and/or on-line.



CON "TR" IBUTIONS
FROM ACROSS THE POND



WHY? WHY NOT?

BY TONY BEADLE

ISOA INTERNATIONAL BUREAU CHIEF
& UK SENIOR CORRESPONDENT

In the December issue of this unique publication, distinguished Editor Streepy was kind enough to thank me for con "TR" ibuting a series of ramblings over the last year or so. He also conjectured that my reason for writing this stuff was one of pity, brought about by the poor quality of material that he produces for your monthly delectation. This is most definitely not the reason!

Ever since I received my first copy of 'Snake-Burrpp' I have enjoyed reading the magazine and meeting so many ISOA members during my fantastic visit to the VTR Convention in 2005 just made all those hilarious stories even funnier. Why do I write for 'Swift-Baarrfff'? Simply because I like doing it, that's why! There is absolutely no ulterior motive, and it is nothing to do with any alleged photographs, compromising or not! (OK Bob, is that good enough for you to destroy the negatives?)

As I understand my dissertation on the various brand names of British beer in the last issue was fairly well received, I thought I would continue with the theme.

AFTERS

I am sure that most beer drinkers of my generation (i.e. just reaching retirement age) in the UK could tell stories of similar experiences, but here are a couple of my own personal recollections of 'Afters'.

For ISOA members who have not visited this country, I had better explain that, before the advent of 24-hour licensing regulations introduced by the government a few years ago, pubs opened and closed only at legally set times. Most pubs usually opened for a few hours at lunchtime – typically 11.00am to 3.00pm – and then shut during the afternoon until around six o'clock, thereafter serving drinks up to 10.30 or 11.00pm depending on the local byelaws. In those days the landlord would sound a bell to indicate 'last orders' about ten minutes prior to closing time and a second, final bell to signal that the bar was now closed. Customers then had ten minutes 'drinking up time' to empty their glasses and leave the premises.

One of the unusual conditions of the licensing laws was that alcoholic drinks could be served outside the official opening times if the establishment was classified as a restaurant and served proper cooked food as opposed to simple snacks. In the 1970s I lived in a place called Harlington (very close to London's Heathrow Airport) where there was a notorious pub called the Garth Hotel tucked away at the end of a narrow dead end road off the High Street. As soon the final bell sounded the shutters would be quickly lowered with a big crash, then the bar staff would rush out and take orders for simple 'basket meals' (burger and fries, chicken and fries, etc) and,

once these had been served, it was permissible to order drinks again! From memory, closing time was well past midnight most days of the week.

Things were not that different at the other end of the country. I used to visit a drag strip near a place called Melbourne (about ten miles east of York and approximately 200 miles north of London) during the 1980s and spent many a Saturday night session at the Cross Keys pub in the centre of the village. One Sunday morning the engine in my car totally destroyed itself so at lunchtime my friend and I retired to the pub to drown our sorrows. Being used to the strictly applied Sunday licensing times in London (12noon to 2.00pm and 7.00pm to 10.30pm) we suddenly noticed that it was well past 2.30pm and therefore assumed we had missed out on the chance for one last drink.

However, the landlord assured us that it was not a problem, pointing out that the curtains had been drawn and the front door locked. I cannot recall what time we eventually left the pub, but I do remember the local bobbie (policeman) coming in through the back door for a pint much later that same afternoon after parking his bike well out of sight!

Where I live in West London there was once also the peculiar situation where adjacent districts had slightly different opening times. For example, say you were drinking in the Soldier's Return in Ickenham which closed at 10.30pm (as did all the pubs in the Borough of Uxbridge), there was just enough time to jump in your car – I hasten to add that this was well before the advent of anti-drink driving legislation of course – and get to the Eastcote Arms in South Harrow a couple of miles away which was inside the London County Council administration



area and didn't shut until 11.00pm.

A similar anomaly could also be found in parts of Wales back then, where in many towns and villages the pubs were just not allowed to open on Sundays because of traditional religious beliefs. Naturally enough, what this meant was that if people wanted a drink on a Sunday they would simply drive to the nearest place where a pub was open. It became a really bizarre situation in certain areas, especially in those larger conurbations on the border between England and Wales, where pubs in one street couldn't open on a Sunday because they were in the wrong country but other pubs a short distance away would operate as normal.

I believe one enterprising landlord actually managed to get it verified that his pub straddled the border and there was a bar in each country with a separate entrance door. Thus, on a Sunday he simply locked the door in Wales and everybody walked round the corner to the door in England!

BEFORES

Another curiosity of the British licensing laws in those days was that, if the landlord could prove to the local magistrate that there was a genuine need for his pub to open outside normal hours due to certain circumstances, he could be granted a special license. In London, one or two pubs that opened early in the morning were to be found near some of the big markets. These establishments were only supposed to serve the market traders and visiting buyers, but on one memorable occasion my friends and I got up at the crack of dawn and made our way to a pub at Smithfield Market (back then the capital's huge central meat market) where we consumed a breakfast of bacon and eggs plus pints of beer! Absolutely glorious!

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Tony Beadle 2008*



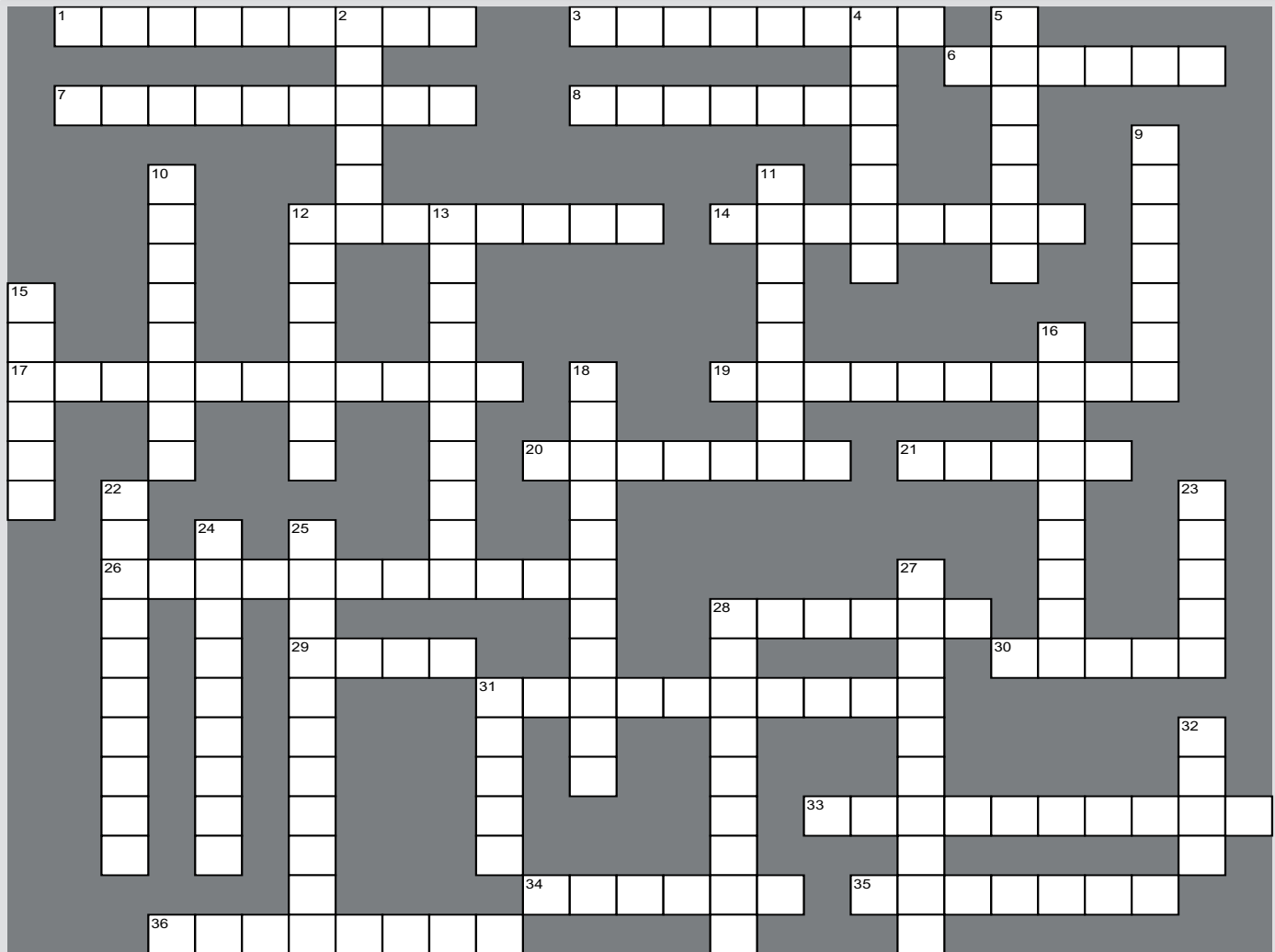
ISOA TECHNICAL ExSPURTS

- TR3 Bill "Whizmo" Pyle
 630/773-4806
- TR4 Pat "PowerBuldge"
 Lobdell
 219/942-1263
- TR4A/
250 Steve "Drippy" Yott
 262/997-0701
- TR6
(Early) Jeff "Stalker" Rust
 815/874-5623
- TR6
(Late) Irv "Elwood" Korey
 847/831-2809
- TR7 Phil "Factor" Fox
 630/662-7721
- TR8 Tim "Tool Man" Buja
 815/332-3119
- Spitfire - Joe "Stagmeister"
Pawlak
[Early] 847/683-9683
- Spitfire - Bill "Mr. Bill" Jensen
[Late] 815/729-9731
- GT6 Dave "Snake" Shedor
 847/937-5078
- Stag Joe "Stagmeister"
 Pawlak 847/683-9683
- Machinist Bob "Opera Man"
 Crowley
 630/355-2170
- KeyMaster Bob "Senile" Donile
 630/837-3721
- Electrical Joe "Stagmeister"
 Pawlak 847/683-9683
- Paint, Body,





So you say you've actually read your newsletters. We'll see. Below is a crossword with all of the answers plucked from the lines of last year's SNIC BRAAAPPS. The solution may be found on page 14.



www.CrosswordWeaver.com

ACROSS

- 1 Dutch city with two Aston Martin dealers.
- 3 Name of private country club in Joliet for gearheads that ISOAers toured in August.
- 6 Winner of 2008 "Best Chili" award [two words]
- 7 Home of the Wyre Piddle Brewery.
- 8 Rick _____ wrote parody of "Injun Summer" in 1975.
- 12 Community nearest site of "White Trash Night" for which speedway is named.
- 14 _____ Valley. Name of community college campus where British Car Union held annual car show in Sept.
- 17 Nickname of head of TTA Stag restoration project.
- 19 Abandoned racetrack in Carpentersville that celebrated its golden anniversary in September.
- 20 Motion Picture Theater where we gathered to see Kun Fu Panda and Get Smart.
- 21 Nickname of recipient of 2007 "Super Boomer."
- 26 Hamlet near airport that hosted "Vintage Wings & Wheels" car show. [two words]
- 28 Type of car featured at auto picnic organized by Corvair club.
- 29 Spinal Tappets harp player who recently acquired a three cylinder Triumph.
- 30 _____ Field, now referred to as Northerly

- Island and site of New year's Day Rally.
- 31 Apparatus used by Phil Fox to move a TR3A frame up a snow encrusted hill.
- 33 Home of the Rock and Roll Deli and dining establishment where ISOA ate before attending this year's Movie Night.
- 34 Pet name given to TR3A [not the world's nicest, just the most expensive] that suffered a failed rear wheel bearing on the way to VTR.
- 35 _____ Field - site of Chi-Town Kruze in.
- 36 Chicago neighborhood where Mark Moore and Steve Yott acquired a TR4 "Barn Find." [two words]

DOWN

- 2 Nickname of the 2007 ISOA "Member of the Year."
- 4 Restaurant that employed two waitresses who posed next to Joe Kaplon's TR3 in Champaign.
- 5 _____ Glen - site of NY race track that honored Triumph in September.
- 9 Western suburb where the Spinal Tappets played a gig in September.
- 10 Village in France that was the namesake of Col McCormick's estate and the site of car show in Sept.
- 11 Tennessee tourist town where 2008 Six Pack

- Trials were held.
- 12 Stage name of actress after whom Triumph's twin cam engine was named.
- 13 Name of state campground where 2008 club campout took place.[two words]
- 15 WI community that hosts the British Car Field Day on Father's Day.
- 16 Type of spread that the English put on toast which Joe Kaplon did not seem to care for on TRA breakfast run.
- 18 Name of state park visited by ISOA on fall breakfast run. [two words]
- 22 Name of Spinal Tappets album given to attendees of 2008 VTR convention.
- 23 Nickname of organizer of both spring and fall ISOA breakfast runs.
- 24 Site of 2008 VTR Convention
- 25 Nearest community to site of fall campout hosted by Kim and Judy Casper.
- 27 Village that organized concours held at Arlington Race Track.
- 28 Device on Steve Yott's TR4A that sprung a leak on the way to 2008 TRA National Meet. [two words]
- 31 Nickname of author of article on "Toys for Tots."
- 32 Initials of club that received the VTR award for most chapter participation in 2008.



Sir Bentley Haynes, a distinguished man of letters with an extensive background in British automotive engineering, has graciously offered to provide the members of ISOA with free technical support in order to keep our Triumphs on the road. His resume was outlined in the April issue of Snicc Braapp. Due to the unusually high volume of questions from ISOA members, he has requested that all technical inquiries be screened and forwarded to him by way of the secretary of ISOA using the digest mode. He is not able respond to direct questions, but your letters are very important to him, and they may be monitored by Scotland Yard for quality control. E-Mail him at: trstreep@sbcglobal.net.

Dear Sir Bentley,

I am attaching a photo of a Triumph I recently purchased on eBay.



The seller claimed that this vehicle is a factory prototype that was thought to be lost to the automotive world public long ago. Based on the photo, can you please substantiate its authenticity? I would like to restore this car to its original condition, and I would appreciate any advice you might have to offer.

TM - Chesterton, IN

Dear Gizmo,

My Good Man, from the visual evidence you have provided, I am reasonably confident that you may have unearthed what I believe to be the long-lost Herald retractable hardtop. This car was designed by the renowned Italian designer Vincente, "el Racheto", Michiolotti, the less well-known, but equally gifted, younger brother of Giovanni. Vincente, along with help from Elwood

Richardson, created an ingenious electro-hydraulic system operated by an on-board steam powered generator to raise and lower the hood, top to you Yanks, using exhaust fumes [of which there were many]. Unfortunately, the added weight proved to be somewhat detrimental to the car's performance. Even though the Herald was widely regarded as one of Triumph's all time most potent Marques, the additional mass from the proprietary Lucas designed steam turbine, plus the rather intricate system of levers, pulleys, gears, belts, valves, pumps, Leyden Jars, and shims, had a negative effect on the car's naught to sixty times, placing it only slightly ahead of the arch rival MG twin-cam. Because the Herald was targeted to the muscle car market, it was decided by the BL executives to shelve the project. Vincente was crushed by management's verdict and vowed to withdraw from designing and migrate to North America. He was believed to have taken up residence in the Midwest, but this has never been verified. At any rate, he took the prototype with him and was never heard from again, at least until now.

We at Standard Triumph all mourned the loss of this concept car because we were confident that with the collaborative efforts of our willing labour force and the open-minded attitude of BL management, any minor "bugs" could have been worked out without difficulty,

and we would have beaten the competition to the punch with this line of avant garde cars.

I would suggest you verify a couple of things on the car to authenticate its legitimacy. First, ensure that the radiator hoses are the correct "candy stripe" version. These are quite singular and were only fitted to factory concept cars. There should also be present a set of uprated transverse, rear leaf springs and dampers taken from the Atlas Van series so as to withstand the extra strain from the raising/lowering apparatus. The crossed flag emblem on the rear quarter, shamelessly ripped off by Corvette, should have Italian and British flags, a tribute to Vincente's homeland. The top itself should be constructed of carbon-fibre and folds up in the same fashion as the TR4, an efficient design that served its owners remarkably well.

If the car does turn out to be the long-lost prototype, you should consider yourself a fortunate man, indeed. After a full frame-off, ground up restoration to exacting standards, I would estimate the value of such a rare car to be well into double digits, possibly, with the right buyer, even into triple figures.

Congratulations and happy motoring.

BH

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 \$25.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

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



hovering in the mid 30's, and this was the coldest weather in which I have ever painted.



With secondary electric heaters putting out their full complement of resistive wattage, and my electric meter spinning fast enough to cut lunch meat, we managed to bring the shop temp up to 70 degrees, and maintain it during the final paint application. (My electric bill has literally doubled from the norm.) I am 90% pleased with the results. The body tub flowed and looks absolutely perfect. The bonnet and boot lids turned in a 8 out of 10 on the quality scale, but I may be too hard on myself with the results. We still need to shoot the underside of those panels, and, if need be, re-coat the top sides again to push them to a 10 level. Overall, the car looks awesome. I will let my Sunday painting companions chime in with their impressions.

I hope this coming Sunday we can put the tub back on the rotisserie, apply the last seam sealer tasks, and apply the 3M Body Schutz undercoating. This should not take long. So this week is set for me to clean up the shop a bit and look for all the bolts for the doors, boot and bonnet. I told Kathy to NOT let me touch the car all week as the cold weather will take the paint much longer to cure. I am so tempted and ready to do the 1500 & 2000 grit block-out of the paint and get it ready for buffing. I can taste the compound now. After we get the undercoat applied, we will remove the tub from the rotisserie and place it back on the cart. With the hands available, we will carefully attach and align the doors and lids. It will almost look like a car again, and we will have successfully completed the most difficult phase of the restoration.

Part II

We had a good day Sunday, Nov. 16th, and saw a significant change in the look of the car. Within a 5 hour period, it actually looks like a Stag again. Chuck, Don, Rick and myself put the tub back on the rotisserie and finished the last of the seam seal on the under carriage. We then applied the "Body Schutz" undercoating and saw a nice even color instead of the

hodge podge of colors from multiple primers and assorted oversprays during the last month. We let the coating cure a bit and then put the car back on the cart. The nervous task of attaching the doors, boot and bonnet commenced. We only managed to chip the paint in one small spot, but can be easily repaired. No biggie as we haven't started the final block down and buffing yet. With all the doors and stuff on, this will go quickly without worrying about knocking them off the saw horses. I still need to put the last coats of paint on the underside of the boot and bonnet. This can be done with no problem as we just need to mask around the tub. I did notice a couple of spots that will need some touch up, but I will do that when I hit the remaining panel sections. The underside of sills do not have paint yet, but they will get a spray of stone guard, and then a final coat. For the most part, the actual painting is done.

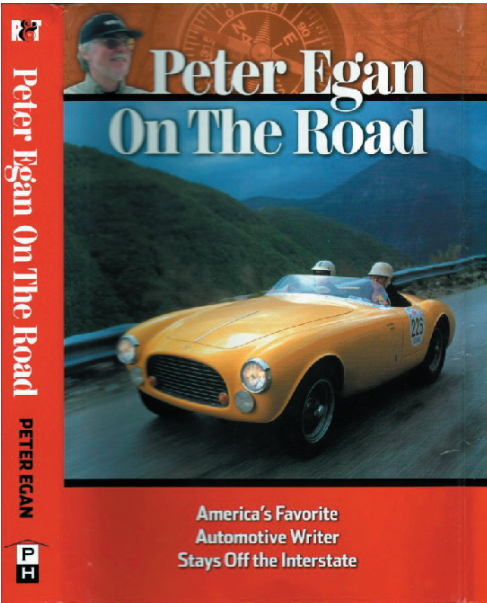
Drum roll please.....



We can actually start putting the car back together! Yippee!! The next scheduled session would be the Thanksgiving Sunday, but we'll see. I need to start getting all our suspension pieces back and start bolting them up. We



continued on following page



ON THE ROAD
AMERICA'S FAVORITE AUTHOR
STAYS OFF THE INTERSTATE

BY PETER EGAN
350 pages, hardcover, \$17.79

Regular readers of this humble publication are well aware of our unabashed hero-worship for author Peter Egan. In our modest estimation, which is the only one that really matters to us, Egan is quite simply and without a doubt the preeminent car guy wordsmith of all time. His latest contribution to the world of arts and letters is a

compilation of the Side Glances columns he wrote for *Road & Track* spanning the years 1983 to 1996.

As "petrolheads," we have all been seduced at one time or another by the siren song of the open road. Whenever circumstances prevent us from actually taking to the highways and byways, we can turn to song [*On the Road Again*,] or literature [*On the Road* -Kerouac as well as Egan], or poetry [...I took the road less traveled by] to satisfy our wanderlust. In film, the immortal Eric "Otter" Stratton [Rush Chairman, damn glad to meet you] captures this same spirit in our all-time favorite documentary. When asked by Kent Dorfman [AKA Flounder], "What are we going to do now?" He replies without hesitation, "Road Trip!!!"

In this latest opus, Egan has chosen to include a verbal tapestry of some thirty road trips. His mode of transit is as varied as the places that he visits, and the vehicles he drives include an MG TD, a Ford Model A, a Hindustan Ambassador, a Hovercraft, and a BMW Isetta. If the reader should conclude that the vehicles are a bit "eclectic," just check out a few of the sites that he and his various co-pilots visit. Among other places, he drives to Mount Everest, Road Atlanta, Road America, the Baja Peninsula, the Monaco Grand Prix, the Mille Miglia, the Mississippi Delta, the

Blue Ridge Parkway, and both North American coasts. As we all well know, it's the journey, not the destination that makes for a great road trip, but there is no doubt that he does end up in some really cool places.

All too often it seems that when we travel on our club road trips, we are frequently compelled to take interstates, expeditious to be sure, but certainly lacking "character." Occasionally, some of us have had the pleasure of taking the back roads for a portion of a trip, but seldom have we been able to take the time to drive the "scenic route" for an entire cross-country sojourn. On his various journeys, Egan's trips are almost exclusively along secondary roads. Along the way, he and his various co-drivers encounter a vast array of fascinating people and places, and he does an incredible job of making his reader feel as if he or she were along for the ride. In this book, Egan has been gracious enough to allow us to vicariously sit along side him on some of these great road trips, and I for one am eternally grateful that he has been willing to share these trips with us.

Ex Libris

Suds

continued from preceding page



need to get the new brake and fuel lines installed. So we are now over the first

big hump. The last picture is our "money panel" which saw the most hours devoted to its resurrection.

We still have parts to get, but we should be coming down to the last bits. One phase almost done, four to go.

- Phase 1: Body (almost done)
- Phase 2: Suspension
- Phase 3: Engine and driveline install
- Phase 4: Interior & Soft Top
- Phase 5: Detail Schmetails



Stagmeister

Cheers,



Triumph Register of America

2009 TRA National Meet



June 17-20th, 2009
Charles Town, West Virginia

Please make your vacation plans now for:



EAST Meets WEST
Triumphetst & VTR National 2009
San Luis Obispo, California

Wednesday, September 30, through Sunday, October 4, 2009

13TH ANNUAL BRITISH SWAP MEET
FEBRUARY 22ND, 2009 8 AM TO 3 PM

DUPAGE COUNTY FAIRGROUNDS IN WHEATON, ILLINOIS.
MORE THAN 100 VENDOR SPACES IN TWO BUILDINGS.

Vendor spaces will be \$25 per space (10x10 feet), tables are \$5 each, chairs are \$1 each (sorry, no tail gate selling allowed). Visitors tickets will be \$5 with kids 12 and under still free. As always, parking is free. If you need additional information you may contact: Jim Evans (630) 858-8192, or click on www.britishcarswap.info

Dues for the fiscal year 2009 must be paid by March 31st, 2009. If you have joined since Sept. 2008, your membership is good for the year 2009. If you are unsure of your membership status, contact Tim Buja

BIG BASH 2009



WHAT: The Annual ISOA Party & Awards Night

WHERE: DesPlaines Elk's Club
495 Lee Street, DesPlaines, IL [ph. 847/824-1526]

HOW MUCH: \$30.00 per person

WHEN: Saturday, January 24th, 2009
6:00 PM Cocktails [cash bar] & hors d'ourves
7:00 PM Dinner•

Bring your check* to the January meeting, or detach and mail to:

Kim Jensen
903 Lilac lane
Joilet, IL 604353

- Baked Scrod served Almondine, _____ [indicate how many]
- Broiled Filet Mignon with mushroom cap _____ [indicate how many]
- Chicken Marsala, breast of chicken sauteed _____ [indicate how many]
with Marsala wine and mushrooms.

Entrees include Soup, Salad, Vegetable, Potato and Dessert

Name _____
Name _____

**You may also include your dues on the same check - remember to indicate which entree[s] you would like.*



DECEMBER MEETING NOTES
[IN CASE YOU MISSED IT]

On an unseasonably nippy Peal Harbor Day, a hearty throng of ISOAers gathered



in the garden level of Mack's Golden Pheasant to attend the club's monthly meeting, perhaps stimulated by the opportunity to participate in the annual elec-

toral process of choosing the board of directors. Things got under way slightly past seven, as usual, when president Mark "Guzzler" Moore called the proceedings to [relative] order.

Mark began the meeting by asking for project updates, and Al Christopher said that he had finished the front apron of his TR2, and Mark said that his TR6 was in the final stages of prep work prior to the application of paint. Jack Billimack said that he plans to upgrade the transmission on his Herald and asked if anyone had a "D" type overdrive. Joe "Stagmeister" provided an update on the sTTAg project. He said that the venture is currently in the "restoration doldrums" stage, meaning that not much visible progress is apparent, but a great deal has been done. The car has been color sanded and is currently ready for its final buff. Joe said that while the project is slightly behind schedule, he still hopes to have it finished by early summer.

Jack Billimack spoke about some of the events on the calendar for the near future. Among other things, Jack mentioned the upcoming

New Year's Day Rally [1/01], the Big Bash [1/24], the bowling party [2/21], the swap meet [2/22], and the Chili party [3/14]. He also provided dates for some tech sessions, including an IRS hub clinic [1/17], a transmission clinic [2/28], a distributor clinic [3/25], a carb clinic [4/18], and the tune-up clinic [5/2].

Following Jack's presentation, it was time for the denouement of the evening – the board elections. In what may have been an ISOA first, there was a tie vote prompting an impromptu executive decision to temporarily expand the number of seats on the board from nine to ten. The 2009 ISOA leadership team will consist of Jack Billimack, Tim Buja, Jay Holekamp, Roman Hrynewycz, Kim Jensen, Irv Korey, Mark Moore, Mike Mueller, Joe Pawlak, and Bob Streepy. The officers will be determined at the January board meeting. As the ballots were tallied,



Jim "Screamer" Aldridge, the ISOA designated Troubadour, favored the group with a couple of holiday tunes ["Hark the Herald Engine Sings," and "Lug Nuts Rusting by a Rusty Wire] much to the delight of the assemblage.

Following a break, the monthly raffle was won by Irv "Elwood" Korey, who now is the proud owner of a leopard skin steering wheel cover. Next, it was time for the ever-popular

Boomer nominations. Joe Pawlak nominated Al Christopher for arriving at the Hampshire Triumph Ranch at 7:00 AM for a TTA work session, a mere two hours early. The nominations were then summarily closed, giving Al the award uncontested.

The Peter M. Roberts nominations went to: Jay "Cannonball" Holekamp, by way of Irv Korey, for installing a scissors lift at Chez Elwood. Murray Bruskin nominated Steve "Drippy" Yott for rebuilding his TR3 engine, and Don Sheldon nominated Rich Scholl for replacing the clutch on his TR6. Rich received a complimentary beverage for his humanitarian efforts.



Steve Yott then demonstrated some modifications that he had designed to improve the reliability of Tractor motor oil pumps.

There being no additional old or new business, things broke up around nine. Begging your continued forbearance for any errors or omissions, I remain 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. To place an add, please e-mail Bob Streepy at: trstreepy@sbcglobal.net or call 630/372-7565. The editor reserves the right to adjust the length of an ad to accommodate the space available.

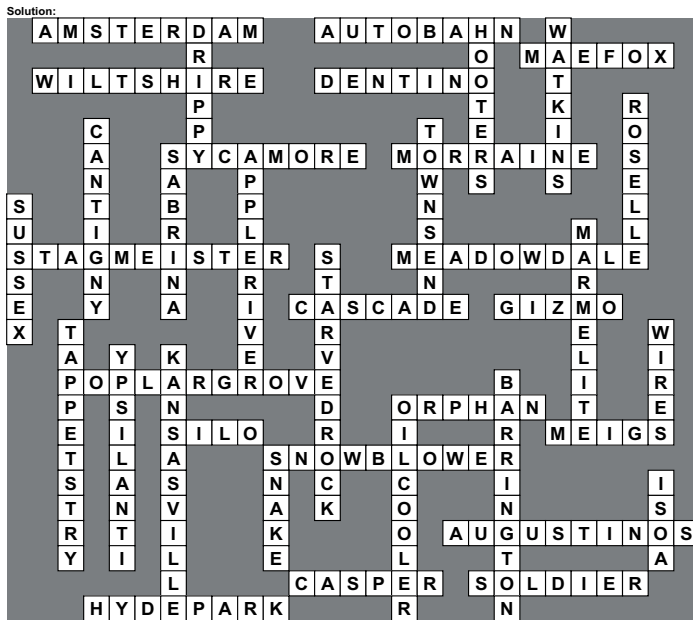
•**For Sale:** 1979 Spitfire. 46,167 miles. Not restored, garage kept, new clutch, new water pump, hardtop, xsteveschmidt@hotmail.com [11/08]

•**For Sale:** Rebuilt Spitfire 3-rail trans, strap style drive shaft, and new 7 1/4" clutch kit. \$600.00 for all. 4 wheels- 13x5.5 American Racing (30 spoke) from Spitfire. \$100 for all. Rick Paulsen 847-875-8390 or Ricknsuepaulsen@sbcglobal.net [12/08]

Happy Birthday

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

- | | |
|------------------------|-----------------------|
| Brian Peek 1/04 | Dennis Hostetler 1/08 |
| Dave Lushin 1/04 | Jeff Rust 1/08 |
| Jordon Varichak 1/05 | Kathy Pawlak 1/11 |
| Denise Gobberg 1/06 | Mike Konopka 1/18 |
| Bonnie Bulfer 1/06 | Dennis Hill 1/22 |
| Josephine Barrett 1/07 | Rick Paulsen 1/23 |
| Tracy Porter 1/07 | Ken Briegel 1/24 |



Big Bash Announcement!

If you plan to attend the Big Bash, [and you should] please provide Mike "Hands" Blonder with your Triumph license plate number. You can give it to him at the Jan. meeting or e-mail: tunderhill@kraft.com.

Also, Hands also would like a baby picture from all attendees at the Big Bash for a contest that he has devised. You can bring it to either the Jan. meeting or e-mail it to: stagfire6573@foxvalley.net



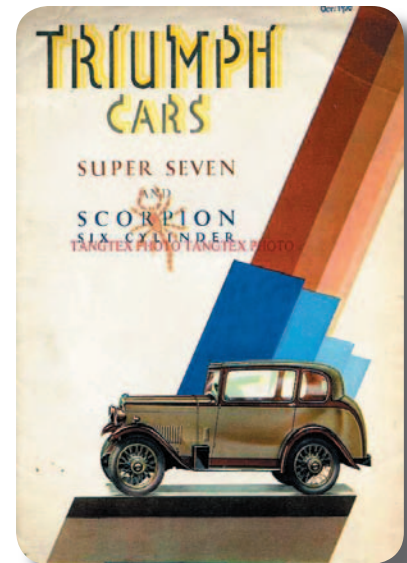
COMING IN YOUR FEBRUARY SNIC BRAAAPP

Lots More Stuff

- TTA Update
- New Officers
- Big Bash Report
- Letters to the Editurd from Gov. Blagovich
- Monthly Mumblings
- Classifieds

Lots More Stuff

On sale at better newsstands January 27th



ISOA ON THE INTERNET

You can always get the latest news directly from the ISOA web site. <http://www.snrc-braaapp.org> To subscribe to the ISOA electronic mailing list email thebujas@comcast.net

ONLINE ROSTER ACCESS INFO

SNIC
BRAAAPP

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

THE REAR VIEW MIRROR

JANUARY 2009



DENNIS DELAP RACING TR4 AT WATKIN GLEN SEPTEMBER, 2008

PHOTO SUBMITTED BY IRV KOREY