



**SNIC**

**BRAAAPP**

**FEBRUARY 2010**

Vol. II Issue No. 451

**NEWSLETTER OF THE ILLINOIS SPORTS OWNERS  
ASSOCIATION**

*DEDICATED TO THE ENJOYMENT AND PRESERVATION OF TRIUMPH  
SPORTSCARS*

*CHICAGOLAND'S OLDEST AND MOST ACTIVE TRIUMPH ENTHUSIASTS*

## **Outer Drive Heroes Drivers Club Happy Heroes Holiday Hangover Hassle**

*TEXT BY PETER "MAESTRO" CONOVER GRAPHICS BY THE AUTHOR AND JACK "SPUDS" BILLIMACK*



**T**HE NEW DECADE DAWNED CLEAR AND COLD, the perfect day to linger around the house, contemplating the end of the Holiday season and the beginning of a new year, UNLESS you happen to be a member of the Outer Drive Heroes Drivers Club, an unofficial assemblage of Chicago-area motoring enthusiasts. For those 40 or so people, including several ISOA members, this meant the annual opportunity to drive around sparsely populated Chicago streets in search of answers to various obscure  
*continued on following page*

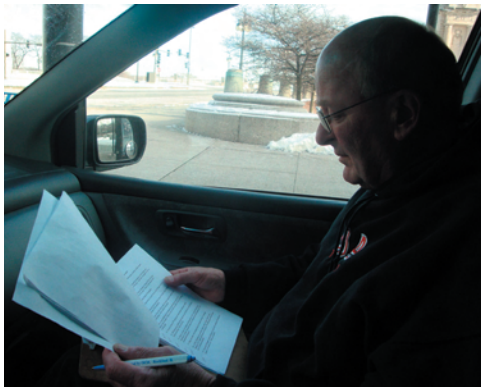
### **INSIDE YOUR FEBRUARY SNIC BRAAAPP**

- **Sir Bentley's "Advice to the Shopworn"**
- **Book Braaapp "The Cobra in the Barn"**
- **Diff Clinic**

**Lots More Stuff**



*continued from preceeding page*



questions relating to Chicago landmarks, history, and personalities. What could be better?

This year attendees included Jack Billmack, Mike Mueller, Sheri and Billy Pyle, Kim and Judy Casper, Kristi Sloniger and Peter Conover, Marnet Zimmer, and Sue Donovan. This year, using uncharacteristically good judgment, none of us chose to



make the drive a classic car.

Meeting shortly before noon at the southern end of Northerly Island,

each team was given a packet containing a sheet of 92 questions, loosely based around this year's theme, "Hidden in the Heart of Chicago." Of course, a vague theme like that basically means "anything



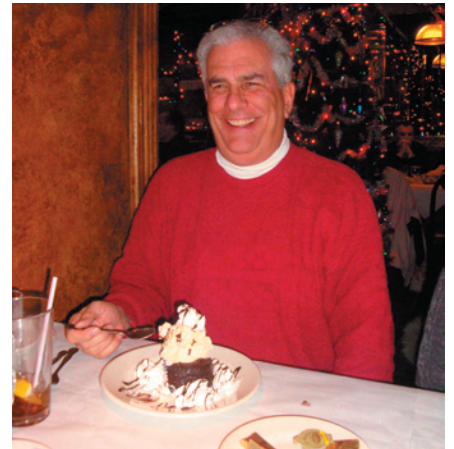
goes." And anything goes is really the heart of the event - as the "rules" state, "You are welcome to use any and every resource you've got to arrive at the correct answer. It is not possible to cheat; all means useful or necessary in obtaining answers are allowed. Knock yourselves out." For a few of the answers we called our daughter, who was stationed at home with the Internet at her fingertips. But part of the challenge is to NOT win, as the 1st Place winner is obliged to organize next year's event.

Knowledge of Chicago geography and landmarks is very helpful for the teams. The questions are random and cover a wide area of the



city. Some drivers scan the sheet and pick an area of the city to concentrate on. For example, Kristi and I choose to begin our quest in the Hyde Park/ University of Chicago area, while some other teams set off to the north side. It's generally understood that answers from far flung locations will award more points than those centered in or near the Loop.

For myself, in addition to the fun in seeking out answers to questions on subjects that I never even thought about, I gain a deeper affection for this fantastic place that we call home - it really is a beautiful city (especially when you can glimpse it unfettered by all-too-typical traffic).



The cars left Northerly Island at noon and had 3 hours to get as many answers as possible before meeting at LaVilla restaurant for scoring, awards, food, drink and fellowship. Although no ISOA members



were among the top finishers, have no fear, for the second year in a row, our members claimed the award for getting the least amount of points: Sheri and Billy Pyle, on their first HHHHH attempt, received the coveted "Turkey" award. Let's keep up the tradition - plan now to join your fellow Club members on January 1, 2011, for this fun event.



*Maestro*

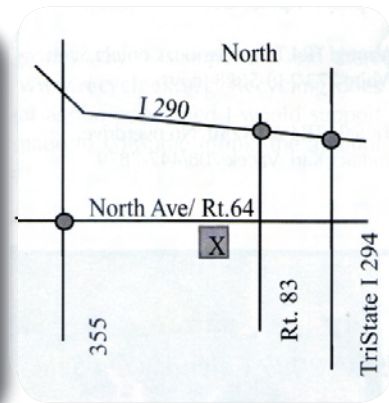


## ILLINOIS SPORTS OWNERS ASSOCIATION

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 Avenue 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
Feb.	14th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] <b><u>Not the First Sunday</u></b>
	28th	Sun.	8:00 AM	British Car/Part Swap, DuPage County Fairgrounds <b>Trans Clinic - Rescheduled for later date to be determined</b>
Mar.	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	13th	Sat.		ISOA Chili Party - Billimack's, 322 Everett, Crystal Lake
	20th	Sat.		Carb Clinic - Jensen's, 903 Lilac Ln., Joliet
	20th	Sat.		North Suburban Sports Car Club's FREE Indoor Racing School click on <a href="http://www.MyAutoEvents.com">www.MyAutoEvents.com</a> for more information
	TBA	Sat.		Ogden Top & Trim Clinic?
April	3rd	Sat.	8:00 AM	Distributor Clinic - Pawlak's, 14N640 Engel Rd., Hampshire
	11th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] <b><u>Not the First Sunday</u></b>
	16-8			The Gathering, Sheldon Vinyards, Dobson, NC
	31st		4:00 AM	House on the Rock Tour
	TBA	Sat		Driveshaft Clinic, Marengo
May	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA			Tune Up Clinic
June	5th & 6th			Champagne British Car Festival, Bloomington, IL
	6th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	16th-20th			TRA National Meet, Holmes County, Ohio
	19th & 20th			Blackhawk Classic & Spring Campout
July	11th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] <b><u>Not the First Sunday</u></b>

SNIC-BRAAAPP is published monthly and mailed on the Monday before each ISOA meeting. Member contributions received by the 10th of the month will likely appear in the next newsletter. 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. When used in conjunction with an approved program of diet and exercise, SNIC BRAAAPP has been found successful in helping to reduce excess body fat. Questions, comments, concerns, or great thoughts should be directed to:

**Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 email: [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net)  
SNIC BRAAAPP is published by: VIDataPrint LLC - 847/683-9683**



## A LITTLE BS FROM BS



### NEWS AND VIEWS

#### FROM THE BUSTED KNUCKLE GARAGE

As I gaze out forlornly from the window high atop Snic Braaapp Towers upon the accumulation of “wintery mix” [estimated to reach some 12-18 inches by the perky newsperson perched on an overpass overlooking the Kennedy in her obligatory winter head-gear], I feel a sense of eternal gratitude that I no longer must venture out in such inhospitable conditions. That is unless it is by my own choosing. The artic conditions outside summon up the recollection of a similar such day more than a quarter century ago when Dave “Stumpy Joe” Kayson called to ask me to accompany him on a car inspection junket.

Permit me to digress a bit. Dave and I taught in the same building back then, and we discovered that we shared an affinity for old cars. We had gone so far as to embark on a few weekend “barn find” expeditions in hopes of discovering a classic car hidden under a tarp in the corner of a semi-abandoned outbuilding that we would then acquire for next to nothing. Following the expenditure of a modest sum, we would then win concours at Pebble Beach. To say that we were young and naïve would be an

understatement.

Dave had owned a TR6 when he was younger, and he still harbored an affinity for them. His ambition was to unearth one to restore. My own fantasies were less specific, but I was vaguely in the market for a project muscle car. On this particular day, Dave told me that he had sourced a TR6 located in Cary and asked if I’d like to accompany him to inspect it. The high that day was minus 5°, and despite the cold, there was a raging blizzard taking place in the Chicagoland area with its epicenter located just between Roselle and Cary. To a couple of gearheads on the hunt for a car, this was considered only a minor inconvenience.

We took Dave’s van and brought a tow bar in case the car turned out to be worthy of our lofty standards [i.e. it was cheap.] The price was right - and soon we were loading boxes of parts [we hadn’t the foggiest notion of what they were for] into his van. The seller, who was actually quite knowledgeable about TR6s, although we didn’t realize it at the time, told us that the car had once been professionally raced and not surprisingly, professionally wrecked.

By the time we had loaded parts and attached the tow bar to the TR6, the warm glow of adrenaline that accompanies the purchase of a vintage auto had given way to the bone chilling cold that goes with subzero temperatures, not to mention the abject terror that goes along with towing a car behind a two-wheel drive Chevy van wallowing through two foot snow drifts. As we plowed our way toward Dave’s place in Roselle, the Chevy suddenly tugged violently to the right, and Dave struggled to maneuver the van and its precious cargo to a safe stop on the side of Barrington Road. After genuflecting [and a change of briefs], we discovered that one of the fasteners holding the tow bar had vanished. In a bit of good fortune that could only be described

as stranger than fiction, we managed to locate the missing nut and bolt in a snow bank a few feet behind the scene of the near catastrophe. The search for the hardware did cost us the use of our lower extremities for a period several months, and only now some twenty-five years later, am I finally able to look back without reflexively blowing on my cupped hands and instinctively shivering.

Dave went on to restore the car and soon had it on the road in a year or so. I occasionally lent Dave a hand during the restoration, and when he offered me a chance to drive it, I was hooked. I began my own Triumph quest that ultimately resulted in the acquisition of my beloved TR6, Lucille, the Wonder Car.

Over the years, I have logged frequent flyer miles tracking down leads, and Dave and I would accompany one another on countless trips to inspect and occasionally acquire various TRs. The expectation of the proverbial barn find is a siren song too strong for most car guys to resist, and we have journeyed throughout the furthest reaches of the Midwest to satisfy our addiction. His assortment of Triumphs now is in double digits, and he has segued his hobby into a burgeoning business, while my own collection has held steadily between two and three.

So as the snow piles up and rational beings channel surf or curl up with a good book, I pensively envision trudging through the snow to unseal some long ago shuttered barn to inspect its contents for a bit of automotive archaeology. Then I remember that day in January and come to my senses.

Carol, if Kayson calls, tell him I’m too busy rearranging my sock drawer to talk right now and tell him I’ll get back to him when the thermometer hits 40°.

*Suds.*

**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



DIFF CLINIC

TEXT AND GRAPHICS BY BOB "SUDS" STREEPY

health of the unit. He then explained the process of establishing the position of the crown gear in its exact center of

Joe Kaplon had set up several work stations in his garage, and soon a dozen diffs ranging from TR3 through

TR8, plus a few Spitfires for good measure, were in various states of disassembly. Many in attendance came sans diff and lent their assistance to the members whose diffs were in for inspection and/or repair. The Stagmeister moved from bench to bench supervising, overseeing, and frequently assisting in the steps of measuring, removing, shimming, as seals and bearings were inspected and replaced. It's unlikely that a scene like this has occurred on this scale since these cars were being built back in Coventry. A few of the diffs proved to be damaged beyond repair as evidenced



On Saturday, January 16th, roughly thirty Coventry Irregulars emerged from their winter hibernation to head south. Their destination was not the tropical climes of Florida or the Caribbean, but rather the Orland Park residence of Joe and Pat Kaplon in the far southern suburbs. The goal of the pilgrims was to attend the first ISOA tech session of 2010, which was thematically focused on evaluating and rebuilding Triumph differentials. The chief facilitator at the clinic was Joe "Stagmeister" Pawlak, who was still beaming after the sale of "Uncle Jack" for big bucks. [More to follow.]

The workshop began around 8:00 AM with Joe presenting a brief overview of the function of the diff, which he supplemented with some original visual aids. Following the short lecture portion, Joe proceeded to carefully disassemble Joe Kaplon's solid axle TR3 differential to show how to measure the preload as a means of determining the overall

the housing. Joe used a dial indicator to measure the precise center of the crown and then determined whether or not the gear was in its proper position. If not, the gear would need to come out and be accurately shimmed.

Extracting the gear necessitated the use of one of the ISOA proprietary "spreader" tools. The process of forcing the hypoid case apart by a few thousands of an inch always brings a nervous moment to the owner, since visions of cracking the case, an expensive event to be sure, causes the crowd to collectively hold its breath. On this occasion, no cases were damaged thanks to the expertise of the Stagmeister. Prior to removal, Joe measured the float from side to side to determine the correct combination of shims needed to precisely establish the position of the crown. [This process left at least two of the Liberal Arts majors scratching their heads, but fortunately, the engineer types all seemed to grasp the content.]

by teeth floating around inside the case, prompting numerous jokes for dentists, Mark Hattenhauer and Al Christopher, who were there.

Around noon, Pat Kaplon announced that lunch was being served, and she ushered the wrenchers into the kitchen where a veritable feast was ready. Pat had prepared pulled pork barbeque sandwiches and homemade onion pie, along with black bean soup that was absolutely delicious. There were also ample supplies of various beverages available to quench the thirst of the parched.

After lunch, it was back to the garage to finish the final assembly of the various differentials and by late afternoon the last of the participants was on his way home, but not before learning a great deal about a complex process, enjoying a fantastic meal, and enjoying good fellowship with other club members.

*Suds*



CON "TR" IBUTIONS FROM  
ACROSS THE POND



BY TONY BEADLE

ISOA INTERNATIONAL BUREAU CHIEF &  
UK SENIOR CORRESPONDENT

PITY THE POOR CHAUFFEUR

Looking through motoring history books and old magazines it struck me that, more often than not, in photographs taken of very early automobiles the chauffeur is forced to stand in the background while the vehicle's owner poses behind the wheel. Despite this charade, most owners in those days would probably not have known how to drive let alone what needed to be done if the car broke down. Therefore, purely for my own amusement and despite an admittedly limited knowledge of motoring history around 1900, I decided to take a look at this topic.

In Victorian times, anyone wealthy enough to be able to afford a new fangled automobile had a staff of domestic servants, which might also have included the chauffeur. Naturally, the number of employees depended on the size of the home, but according to 'A Nice Clean Plate' by Lavinia Smiley (published by Michael Russell, 1981) the well-to-do Pearson family of Parham House in Sussex listed a staff of no less than twenty: the butler and three footmen, a valet, a housekeeper, a cook, four housemaids, two kitchen maids, a scullery maid, a still room maid, a hall boy, an odd man, a night-watchman, the

nanny and a nursery maid – but notice there was no mention of a chauffeur!

Actually, the book also revealed that the Pearson family chauffeur at Parham during the 1920s was a Mr Petre (no Christian name was given of course) who apparently despised Fords and was fond of saying: "What's the time when two Fords pass? Tin past tin!" He was equally disparaging about a tiny British car called the Trojan and said that if its thin wheels got anywhere near the tramlines all the driver could do was go to the terminus.

Perhaps a better understanding of the chauffeur's status in those days can be gained from this extract from the Evening Standard (a London daily newspaper) published in the 18th January 1908 edition of The Chauffeur magazine which carried the heading 'The Ideal Chauffeur':

"What exactly is meant by the word chauffeur? This is a serious domestic problem which all persons of limited means and unlimited powers of enjoyment have to face. A clergyman has been found in the Eastern Counties who seems to think that a man who can drive a motor car can also drive the mowing-machine over the rectory lawn, and ride a bicycle to the grocer's to fetch a pound of butter. If he understands the exhaust-valve of the car he can milk the cow; knowing how to clean the machinery he will also, of course, be able to clean knives and forks.

"It is astonishing what capabilities the simple knowledge of a motor car confers upon a man, and, of course, he would not refuse to throw in these other little items of work in his spare moments. The ability to feed the car with oil endues him with the faculty of feeding the chickens and pigs, and with his knowledge of brakes he will, of course, be able to put the brake on the rectory pony and capture it in the glebe.

"With such an engaging variety of work before him, the

chauffeur whom the East County clergyman has in his mind's eye will be only too glad to be at the rectory from 6.30am to 7pm, and tears of joy will come into his eyes when his benignant master gives him a whole sovereign at the end of the week. The rector has still to catch his angelic chauffeur, but that is a mere detail."

The employer and chauffeur relationship has always required a degree of tolerance by both parties, but reaching the correct balance is not always that easy, as was detailed in an article in The Motor of 29th June 1926 entitled 'The Chauffeur Engages the Owner'. The author (only identified by the initials A.W.) starts out by explaining that his chauffeur of six years had to leave for family reasons and said: "I purchased a Rolls-Royce car about three years ago and sent my driver to Derby to learn all about the car at the school of instruction there. He took his certificate and drove the car well, for it never cost anything in repairs. He also allowed me to use it how and when I liked. I hardly realized then how very fortunate I was."

A.W. then goes on to relate the problems of finding a suitable replacement. The first man taken on was "not fit to drive a motorbus" and "showed a strange reluctance to change gear, drove through traffic in top all the time and stamped on the accelerator as if it were a tram bell."

It went rapidly downhill from there: "In two days all four wings were sadly damaged as the result of trying conclusions with the gate post, although I had hitherto regarded the drive to the house as affording ample room for a motor coach. After he had put the hose all over the engine and nearly washed the tools out of the toolbox, my patience was exhausted and I discharged him."

Further applicants were interviewed, but despite offering a 'generous salary', rent-free accommodation, livery and an overcoat, A.W. faced



demands for the six-room cottage to be redecorated throughout and a new bath installed, plus two lounge suits a year and no late nights or driving on Sundays. Eventually A.W. found "a very good man" but concluded "I have had my eyes opened as to what people seem to expect nowadays."

A letter in response to this article appeared The Motor the following week. Headed 'A Chauffeur Replies' H.B. pointed out: "It should be borne in mind that the chauffeur is one of the few employees who has no fixed hours for starting in the morning or finishing at night" and said this made life difficult for married men especially.

He also described a typical scenario: "Then, again, there is the family which goes to the South of France. The chauffeur is expected to take the elder members along the Promenade des Anglais about 9.30 in the morning and a run in the afternoon to tennis or golf, as the case may be, which one expects in the ordinary course of things, but the son of the family happens to be one of these modern detestable wasters who has to be picked up at the Casino at 12.30 or 2.00am. Families such as these are not rare in the South of France during the winter season." Clearly, a rather bitter H.B. was speaking from personal experience!

This correspondence continued in The Motor, with two more

letters printed in the 13th July 1926 issue. One by 'A Chauffeur' was headed 'Too Good to be True' and started by declaring: "Nowadays the average owner thinks a wage on par with any household servant is quite sufficient for his chauffeur." The writer then added: "Pre-war, and a big lump pre-war, I had a job which was nothing out of the ordinary (for those days), good wages, living accommodation, uniform and two suits a year – and my job was the car.

"Nowadays a 'living' wage, uniform by the cheapest clothmonger at hand, living accommodation two rooms; included with the car, windows, coal, poultry, assisting with spring cleaning and every household job from breakdowns in the countless electrical fitments to soldering kettles." The letter ended: "I think the pleasure of driving a Rolls, the knowledge of having a decent house, added to the ownership of two private suits found by the 'boss' – oh! It's a dream!"

While this was almost a century ago and I have no idea what the situation is like in 2010, I do remember speaking to a chauffeur in the early 1970s and many of the complaints about his employer sounded very similar to the above!

Tony Beadle  
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ISOA TECHNICAL EXPURTS

- TR3 Bill "**Whizmo**" Pyle  
630/773-4806
- TR4 Pat "**Power Bulge**" 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  
847 566 0478.
- Stag Joe "**Stagmeister**" Pawlak  
847/683-9683
- Machinist Bob "**Opera Man**" Crowley  
630/355-2170
- Electrical, Joe "**Stagmeister**" Pawlak  
Paint, Body, 847/683-9683



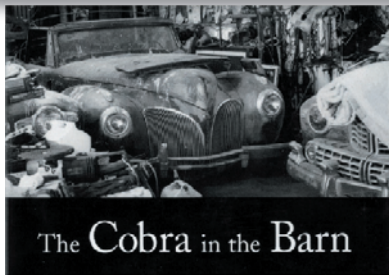
Word has reached Snic Braaapp that "Uncle Jack," the TTA Stag project car which was restored by a team of ISOA wrenchsmiths under the supervision of Joe "Stagmeister" Pawlak, has recently been sold. This car was driven cross country by John Macartney as part of an effort to raise awareness and money for treatment and research of Post Traumatic Stress Disorder.

Complete details were not available at press time,

but full details will appear in the next newsletter. In the meantime, we expect that the ISOA e-mail list will contain current information as it becomes available. We also expect that details will be made public at the February 12th ISOA meeting.



Hardcover: 256 pages  
Published by Motorbooks International



## The Cobra in the Barn

Great Stories of  
Automotive Archaeology



TOM COTTER  
FOREWORD BY PETER EGAN

The expression “barn find” has taken on a very special meaning to car guys everywhere. Unfortunately, like many unofficial designations, there is more than one connotation to this term. For some, it refers to any rusty old carcass sitting under a tarp behind some outbuilding. [A derelict Pacer sitting in a field with oxidized and dented sheetmetal for example.] For others, it only applies to Duisenbergs or prewar Buggattis with a race history. Still, there is more than enough common ground among enthusiasts that the expression conjures up a special place in the thought process of any gearhead who fantasizes about being the auto archeologist who discovers the “Holy Grail” of his particular obsession.

For Triumph guys, the story

of Joe Richardson acquiring TS 1 LO is the pinnacle of such a discovery. Joe Pawlak’s rescue of the first Stag is another. However, for your humble and obedient scribe, our TR4 which was liberated from its forty year hiatus in a carriage house in Hyde Park with only 12,00 miles on the odometer qualifies as a barn find despite its lack of special provenance.

The *Cobra in the Barn* is a collection of nearly fifty vignettes by various car enthusiasts who have had the good fortune to discover a potentially valuable special interest old car that had been off the road for many years. Some of the discoverers went on to painstakingly restore the car to greatness [i.e. Pebble Beach winners], while others “flipped” them before the ink was dry on the title.

The author, Tom Cotter, writes for *Road & Track* and has published several car related books. In addition, the book contains not only an introduction from Peter Egan but also a chapter by the aforementioned wordsmith on his own acquisition of a barn find Lotus. Certainly, any book that contains a collection of verbs and nouns from Egan is well worth having on that basis alone.

This one is an especially good read for a cold winter’s day. It’s enjoyable to vicariously traipse through a musty old barn in the company of some old coot only to stumble across a pristine example of the car of your dreams beneath several decades of dust but otherwise in tact.

It’s especially pleasant to imagine yourself “discovering” that rare object of your automotive fantasy as the snow piles up in the driveway while your project car languishes because parts are backordered, and the shop which you entrusted with your NLA widget fasteners for plating just notified you that they can’t find them, or your body man won’t return your calls, and some guy bearing a striking resemblance to him has appeared on *America’s Most Wanted*.

As one might expect, since so many different writers have contributed to this book, there is an element of unevenness in the writing style, and I found myself thinking that some of these guys didn’t deserve to have these cars, but that may just be my own “green-eyed monster” showing. Some of the stories also include tips on how to improve the odds of discovering barn finds. These hints must be effective, since several of these guys have unearthed numerous valuable old cars.

On the literary sudsometer, we give this one five spanners.



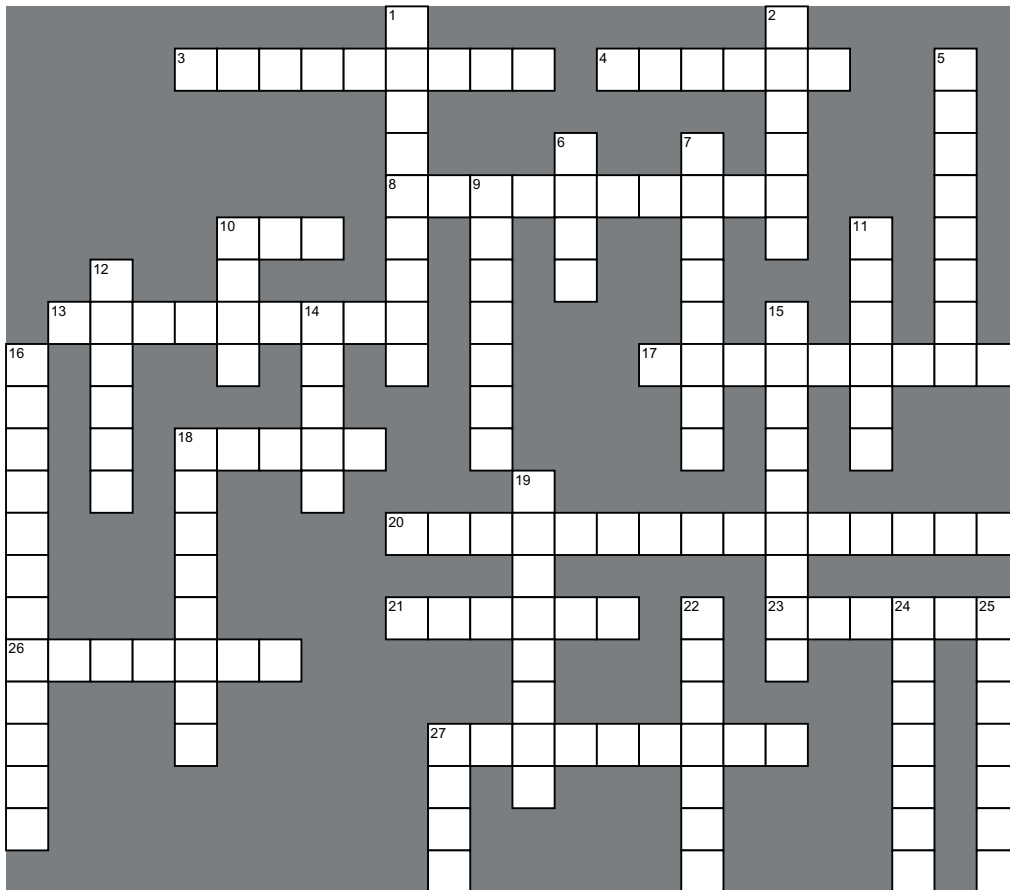
Suds

### Shoe





***So you claim to have kept up with your newsletters over the last year. Let's see. The puzzle below contains clues ripped from the pages of Snake Barf during 2009. The answers may be found on page 12.***



www.CrosswordWeaver.com

**ACROSS**

- 3 Extremely rare animal on display at Fox & Hounds restaurant in Hubertus, WI.
- 4 Community that hosts Wisconsin British Car Field Day
- 8 Nickname of 2008 Member of the Year.
- 10 Abbreviation for resort community that hosted 2009 Six pack TRials
- 13 Community nearest to the site of the 2009 Orphan car Show.
- 17 Winner of 2009 ISOA "Ladies High Game & Series" Bowling award [First and last name]
- 18 Theme of 2009 Outer Drive Heroes Driving Club Rally.
- 20 Company that donated transmission shaft that enabled the TTA Stag to make its debut [two words].
- 21 " \_\_\_\_ Summer" - famous parody poem that has appeared in Snic Braaapp in November for thirty-five years.
- 23 Community college that hosted 2009 British Car Union
- 26 Name of shop operated by Tim Dunderdale that hosted October radiator clinic.
- 27 Recipient of 2009 TSI "Sweat Equity" Award [first & last name]

**DOWN**

- 1 \_\_\_\_ Park - site of UK Aston Martin Owners concours.
- 2 Tony \_\_\_\_ - Snic Braaapp Senior UK correspondent &

- Foreign Bureau Chief.
- 5 Hosts of 2009 Chilifest
- 6 Last name of proprietor of the Silver Lake Triumph Centre who designed new and improved tractor motor oil pump.
- 7 Pianist who performed at ISOA Ravinia outing [two words].
- 9 First name of waitress who served prison City Brits at The Dragon Restaurant.
- 10 Abbreviation for rare wooden acquisition on display at Cantigny.
- 11 PTSD Foundation that received a donation from ISOA
- 12 Monthly ISOA award for those who have demonstrated "lack of forethought."
- 14 Great Lakes \_\_\_\_ - team that opposed the Cougars at the ISOA baseball outing.
- 15 Ray \_\_\_\_ - Namesake of the ISOA Member of the Year Award.
- 16 Film that was shown at the Cascade Drive in on ISOA Movie Night.
- 18 \_\_\_\_ Speedway - site of White TRash Nite.
- 19 Occupation of driver who rear-ended Dave Kanzler's TR6.
- 22 Last name of 2009 "Dead Last" Outer Drive Heroes New Year's Day Rally.
- 24 Second of the "Twin Cities" visited on 2009 Spring Breakfast Run.
- 25 Irv Korey's license plate
- 27 "Uncle \_\_\_\_" - nickname bestowed upon TTA Stag.



Dear Editor:  
I would like to write you in protest of Mr. Mark "TR Elvis" Costello's January 2010 article entitled "Flamenco Red."

Specifically, his reference to the color "diarrhea" brown of his engine bay, and the implication that the color brown makes him puke. As the proud owner of a Maple Brown TR6, I say Brown is Beautiful, and I have a dream.

I say to you today, my friend, so even though we face the difficulties of today and tomorrow, I still have a dream. It is a dream deeply rooted in the British dream.

I have a dream that one day this club will rise up and live out the true meaning of its creed: "We hold these truths to be self-evident: that all Triumphs colors are created equal." I have a dream that one day on at Mack's Golden Pheasant, Brown TR6's and white TR3's will be able to park together on the parking lot of brotherhood.

I have a dream that our Triumph's will one day drive in a nation where they will not be judged by the color of their body shells but by the cleanliness of their engine bays.

This will be the day when all ISOA members will be able to sing with a new meaning, "You shoulda heard me just around midnight - Brown sugar how come you taste so good, baby? Ah, brown sugar just like a young girl should, yeah."

Unless Mr. Costello apologizes for his "colorist" remarks,



when he shows up at Mack's with his Flamenco Red TR7, I will be forced to say, "Hey "silly boy," no Pontiac Fiero's allowed near the Triumphs." Regards,

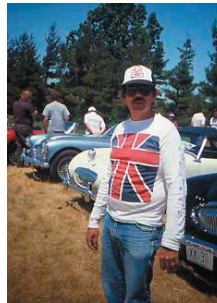
Brown is Beautiful M\*\*rf\*\*r!!  
Dave "Rumpus" Kanzler

1-8-2010

From the Desk of Burnout Bob  
Barristers for a Buck  
"Your Pain is Our Gain"

Dear Editurd,

Recently, you heard from one of my many non-paying clients regarding his "incident" in Indiana. Since then, I have received a bill from the Property Management Company of my office asking for the costs of a replacement for the missing gate in our parking lot that disappeared mysteriously right after Mr. "Smith-Rust" was in my office. In the event you hear or see from Mr. "Smith-Rust," would you ask him to send the gate back to me no questions asked (he can send either of the gates back, as I think I can make the toll gate work). If he drives his car to an event, he should be easy to spot, as it will be the only TR-6 with what may appear to be an extremely oversized front grill.



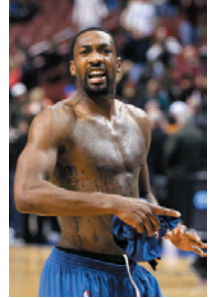
As Always,  
Burnout Bob,  
Esq.

Ps - Tell your members we're having a special on whiplash cases this month.

Dear Editor,

I heard you guys sometimes have a few laughs at your meetings, and I wanted to let you know about a little gag I played with my buddies that I'll bet will bring down the house at the next ISOA get-together. I pre-

tended that I was pissed at one of my teammates, so I brought a couple of my guns into our team meeting and just for laughs, I pretended like I was going to blow his brains out, you know, as a joke. You should have seen the look on his face. It was a riot! It really brought down the house. You gotta try this at your next meeting. When you are talking about something and some guy makes a wisecrack you don't like, take out your piece and aim it at him. Trust me, everybody in the room will get a bang out of it.



G. A., Washington  
Bullets

Dear Editor,

I have recently decided to branch out into the domain of granting advice to people who have made mistakes. I assume you can use my help that since so many of your readers fall into the category of "Boomer-worthy." I know you people have already one advice colum-



nist, but he doesn't provide the kind of forgiveness and redemption that I do. Therefore, I am calling upon all SNIC BRAAAPP readers to switch from following the counsel of Sir Bentley and adopt my principles, just as soon as I figure out what they are.

B. H., Faux News

Dear Brit,

*While we may be partial to your first name as it relates to our taste in cars, we will pass on taking your [or anybody else's] advice on whom to believe in .*

*Our advice to you is to stick to the Teleprompter and pass on the proselytizing.*

Ed



**JEKYLL ISLAND**  
 YEAR ROUND *Beach* RESORT  
 North American Triumph Challenge  
**2010**

October 19-23, 2010

**MARK YOUR EVENT CALENDAR**  
**THE 19TH ANNUAL CHAMPAGNE BRITISH CAR FESTIVAL**  
**JUNE 5-6, 2010**  
 "EASE ON DOWN THE ROAD"  
 THE CHAMPAGNE BRITISH CAR FESTIVAL IS "EASING ON DOWN THE ROAD" TO BLOOMINGTON, ILLINOIS. THE EVENT WILL BE HELD AT A NEW LOCATION AND ON A NEW DATE.  
 JOIN US FOR A FUN FILLED WEEK END IN BLOOMINGTON, IL AT THE HOST HOTEL WITH A CAR SHOW AT THE NATIONAL HISTORIC DAVID DAVIS MUSEUM.  
 WATCH THIS SITE FOR INFORMATION ON EVENT AS IT IS DEVELOPED




THIS YEARS FEATURED MARQUE FOR THE SHOW WILL BE JAGUARS

**Chicago's 14<sup>th</sup> Annual all British Car**  
**Swap Meet & Auto Jumble**  
 Sunday, February 28, 2010 8:00am - 3:00pm  
 at the DuPage County Fairgrounds Wheaton, IL  
 (1/2 Mile north of RT38 on County Farm Road)  
 www.britishearswap.info  
 General admission: \$5.00 Free Parking Vendor Setup starts at 6am  
 Return to: Chicagoland MG Club, PO Box 455, Addison IL 60101  
 For information call Jim Evans at 630-858-8192

**2010 6-PACK TRIALS**  
 SEPTEMBER 9 - 12

September 9-12, Oxford, Ohio

**TRA 2010**  
**HOLMES COUNTY OHIO**  
 TRIUMPH REGISTER OF AMERICA NATIONAL MEET

June 16-20th, 2010 Holmes County, Ohio

Dues for 2010 need to be paid by March 31st. If you have joined since September, 2009, your membership for 2010 is already taken care of. If you are unsure of your membership status, check with Tim "Toolman" Buja.





*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](mailto:trstreep@sbcglobal.net).*

Dear Sir Bentley,

I just saw on Fox News, which quoted an unnamed source from the interweb, that the Obama administration, in addition to establishing death panels for my granny, plans to confiscate our automatic weapons. This is very alarming to all of us true red-blooded Americans, but what really torques my sphincter is that they want to install full body scanners at state run smog sniffers to check on the private parts of our Triumphs. Everybody knows that these machines will cause cancer, and I for one don't want any rust forming on the body of my Triumph. Plus, I don't want any government bureaucrats snooping around my clear Hooters or ball joints, and God forbid they mess with the layshaft, let alone the annulus on my Laycock overdrive. I know I speak for legions of patriotic automobile enthusiasts who have had it with Big Brother's obtrusive meddling. What can we do to stop this incessant erosion of our rights?

T. Bagger, Chicago

My Dear Sir,

We here in the Mother Country do not enjoy access to the Faux News outlet you refer to, so I am, unfortunately, not able to confirm the veracity of the legislation you refer to. We do have knowledge, however, that Messrs O'Reilly, Beck, and Hannity have posted on their Twitter pages that they feel that such intrusions into your rights are imminent, and they strongly suggest you buy gold from their sponsors to ward off the prospect of further invasions

onfyour privacy. Regrettably, we have been unable to confirm the basis for their alarm, since nothing from any legitimate information source will corroborate their story. Nevertheless, we will be pleased to provide you with some advice and consul to protect you from this latest intrusion on your rights at the hands of the Marxist dictatorship that has seized control of the US government.

We suggest you first line the underside of your bonnet with a coating of at least one inch of lead [I recommend you apply a thin layer of polyunsaturated luncheon meat to provide a sound deadener, [a little more if you have a Spitfire or GT6], to prevent government Roentgen Rays from exposing an image of your engine bay. We also suggest you coat any parts, private or otherwise, that you wish to conceal from prying eyes, with a 30-30-30 mixture of saltpeter, Duckham's 90 wt gear oil, and Marmelite

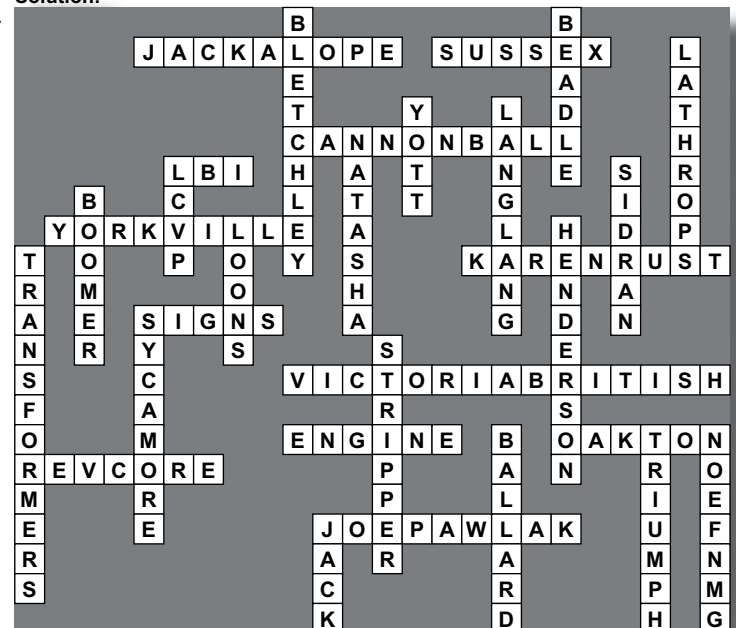
– with a dash of ZDP thrown in for good measure. This concoction will give a false positive reading to the body scanner software and will fool the operator into thinking that he is looking at human genitalia instead of your Triumph's private parts. We also recommend that you fill all

body cavities with a solution of salt-water. This plays hell with the scanners, although you may have to do a little sealing around some of the body panels to make sure that none of the water seeps out, hardly a problem with your Triumphs since the fit and finish from the factory was always so precise.

In extreme instances, we have heard that some individuals have found a way to avoid the invasion of his or her privacy by strategically placing a dollar bill in the envelope containing the emissions summons works well. However, my sources tell me that in your hometown, that amount might be little conservative. They suggest you increase it to two dollars.

Best regards,  
BH

Solution:

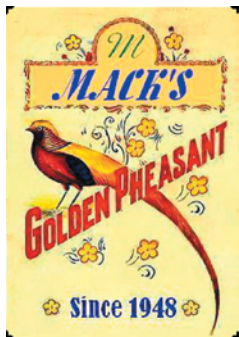




JANUARY 2010

MEETING NOTES

BY ROMAN "JR." HRYNEWYCZ



The new year began on a high note when about 60 members of ISOA gathered at Mack's Golden Pheasant in Elmhurst for the monthly meeting. President Bob Streepy gaveled

the meeting to order at 7:10 PM and promptly invited any guests or new members to announce themselves. The only guest for the evening was Tom Greever of Aurora, who is the owner of a GT6. After the meeting, Tom actually signed up. Next, Bob introduced the board for 2010. This is essentially the same as 2009 with the exception of Jay Holekamp, who now serves as our 2010 Vice President.

Mr. Bill Jensen then took control of the floor to hawk some of the popular and fast moving club regalia items. Sales have been brisk for the newest item, the ISOA stocking cap, which had sold out even before the meeting began. Inventory should be replenished by February's meeting. Karsten Kell addressed the meeting about the new and improved ISOA web site and some of the new features that are available. Tim Buja also commented on this subject and stated that a "Members Only" section with the roster and non-public pictures and posts still needs to be added.

Bob Streepy then took back the floor and gave a brief summary of the board meeting that precedes the general meeting every month. This meeting is open to all who wish to attend, not just board members. It starts 2 hours before the general monthly meeting. The next order of business was long-term project updates. Mark Moore continues to make progress on his TR6 but it is still not complete and is residing in Silver Lake, Wisconsin. Dennis Hill announced that he is making headway with his TR6, while Greg Fantozzi suffered a minor setback as his TR6 failed to start before the cold weather set in.

Next on the agenda was the reporting of any recent events. Peter Conover recalled his experience at the New Year's Day rally in which several ISOA members participated. The most notable aspect to this rally was that ISOA's very own Sheri and Billy Pyle came in dead last, thus insuring that they would not have to organize next year's event. Congratulations.

At this point in the meeting, Jack Billimack took over to inform the attendees of all of the interesting events that will be coming up in this new year, following which Bob called for a short pause.

After the break, it was time to draw the raffle. Mark Hattenhauer was the winner of many fine prizes contained in the bag of his choice. Next up was the Peter M. Roberts award for the member who performed the most TRiumphant act for the month. To start things off, Bob Streepy nominated Karsten Kell for his hard work at bringing the ISOA web site up to date. Kim Jensen nominated Pete Ballard and Doug Larsen for helping Mr. Bill unload a new 60-gallon air compressor. Lastly, Jack Billimack nominated Al Christopher for giving away many early NOS Triumph parts to club members. Karsten won possession of the Chalice for the month and the free cocktail that comes with it.

Joe Pawlak named John Janowiak for the Boomer award for failure to sign his check for the purchase of a calendar. Sherri Pyle nominated Billy Pyle for hosting an electrical clinic to help get his TR3 sorted and dismissing all of the experts before they could actually do anything. Bill Jensen nominated Kim for not knowing the difference between a pound and a gallon. Mark Moore named Jeff Rust for misplacing a check to pay for the Big Bash that he made a special trip just to give it to Mark.

After the votes were tabulated it was announced that Billy Pyle was the winner of bent wheel of shame for the month.

With no new business, Bob adjourned the meeting at 8:45.



2010 ISOA BOARD OF DIRECTORS

- President/ Newsletter Editor** Bob "Suds" Streepy 630/372-7565 trstreep@sbcglobal.net
- Vice President** Jay "Cannonball" Holekamp 630/653-0610 jholekamp@sbcglobal.net
- Treasurer/ Regalia** Kim "Wacker Drive" Jensen 815/729-9731 KimandBill76@sbcglobal.net
- Secretary** Roman "Jr." Hrynewycz 708/456-4327 rah\_63@comcast.net
- Events** Jack "Spuds" Billimack\* 815/459-4721 jbillimack@comcast.net
- Membership/ Webmaster** Tim "Tool Man" Buja\* 815/332-3119 thebujas@comcast.net
- Motorsports/ Curmudgeon** Irv "Elwood" Korey\* 847/831-2809 emanteno@comcast.net
- Technical Coordinator/ Newsletter Publisher** Joe "Stagmeister" Pawlak\* 847/683-4184 stagfire6573@foxvalley.net
- Sergeant at Arms** Mark "Guzzler" Moore\* 815/397-3253 mrmtr6@sbcglobal.net
- BCU Reps** Mike "Hands" Blonder\* Terri "Whistler" Underhill

\*past president

"Roamin"



**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: [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net) or call 630/372-

•**For Sale:** Engine & differential from 1976 [#CF5883UF] TR6 Jack Billimack 815/459-4721 email: [jbilimack@comcast.com](mailto:jbilimack@comcast.com) [12/09]

•**Wanted:** TR7 wheels and/or tires. Call Bob Hansel 630/462-8594 or email [bahbzilla@sbcglobal.net](mailto:bahbzilla@sbcglobal.net) [12/09]

•**For Sale:** 1974 Spitfire 1500. Hasn't run for about 10 years. Has engine, trans (he doesn't know if it's an overdrive), steel wheels, gauges, spare steering wheel, "new seats". Has title. No interior panels, no floors. Had a "bad" paint job several years ago. Asking \$200-\$300. Would like entire car gone. Needs garage space. Matthew Frechmann - Glendale Heights. Phone: 630.790.0953 Ask for Matt or Janice. \$299. 12/09 - not an ISOA member]

•**For Sale:** 1974 TR6 . Restoration has been started but needs to be completed. I have rebuilt carburetors, fuel pump, new gas line from tank to engine. Tank has been cleaned and sealed. Has a new dash. It needs a battery, carbs put back on, starter installed, new top (old one has a rip) and 4 tires. Car is located in Tinley Park, IL, and will need to be towed. Contact Michael Chronos at (708) 921-0698 \$2,000.! [01/10]

•**For Sale:** TR4 trans (complete and working I think), a trans shift rod tail piece, trunk lid for a 2, and a windshield. [not sure if it's a 2 or a 3]. [r.gudmundson@att.net](mailto:r.gudmundson@att.net) [01/10 - not an ISOA member]

•**For Sale:** 1976 Brown TR6. One owner, 66,300 miles \$15,000. ph. 630/794-0000 or email [schuler@att.net](mailto:schuler@att.net). [01/10 - not an ISOA member]

•**For Sale:** Mini Lite replicas mounted on 205 60 15s [15 x7 w/ .20 offset. Like new \$750.00. 2 passenger seat fro 70-72 TR6. Black good condition \$150.00 each. Ph 630/341-4253 email: [thehales@ameritich.net](mailto:thehales@ameritich.net) [1/10]

•**For Sale:** Limited number of rebuilt Wet liner oil pumps featuring improved design as described in VTR magazine #115 [April 2009] Steve Yott 262/997-0701 [tr4@wi.rr.com](mailto:tr4@wi.rr.com) [01/10]

•**For Sale:** 1973 TR6. Body, motor and interior in great condition. Garaged and covered when not driven. New Sunfast canvas top and tires in 2009. Roll bar, in dash AM/FM/CD, 4 speed. Restoration by ISOA club member. Car is in Lombard, IL and can be seen by appointment. \$16,000. Contact Glen Skrzypek at 630-234-6426. [2/10]

• **Parts Wanted:** Looking to buy a pre 1971 triumph Spitfire differential or a post 1971 Spitfire differential with driveshaft (no overdrive). John O'Lear [[JOLEAR@fpdwc.org](mailto:JOLEAR@fpdwc.org)] 815-685-1994. [2//10]



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

Jeff Lathrop 2/01  
Rich Scholl 2/02  
John Kolton 2/04  
Lee Feder 2/05  
Jim Doering 2/05  
Dennis Heywood 2/06  
Joe Kaplon 2/07  
Matt Krajniak 2/07  
Dan Swanson 2/12  
Steve Schoper 2/12

Joyce Geiter 2/14  
Denise Loss 2/15  
Annie Lathrop 2/15  
Julie Lathrop 2/17  
Bob Steele 2/17  
John Janowiak 2/19  
Colleen Elzy 2/27  
Greg Heidrich 2/28  
Joe Todoroff 2/28



### NEW MEMBER

[memberships - 182; members - 256]

Tom Greever

3105 Winchester Ct., East Aurora, IL 60504-5990  
Him: 630 621-6740 = EMail: [tom@tomandhannah.com](mailto:tom@tomandhannah.com)

## COMING IN YOUR MARCH SNIC BRAAAPP

- Big Bash Report
- CON "TR" IBUTIONS FROM ACROSS THE POND
- Flash Braaapp
- Spotlight on TR6

**Lots More Stuff**

**On sale at sleazier newstands March 1st**



Happy Valentine's Day

**You don't stay a champion by resting on your laurels.**

**Introducing the Triumph Spitfire 1500.**

Win after win. Race after race. 30 times that over the Triumph Spitfire proved the world what a champion ship sports car is made of. This was last year. This year we have even bigger things ahead. And later. This year's Spitfire has more engine than last year's racing champion. It's now a full 150 horses. To go along with the greatest power. other size details, but significant improvements. You know you don't stay a champion by resting on your laurels. You know it too. The moment you test drive the new Spitfire 1500. Triumph Spitfire 1500. We make sports cars for the world.

**How little does it cost to run a big sports car?**

Triumph's new sports car, the TR4, lists for \$2847—less than a new off-the-road convertible. It doesn't use much gas. You get about 33 miles per gallon. But mainly you don't buy a more magnificent piece of machinery, 100 horsepower, 110-hp top speed. The best engineering Britain offers. For instance, all models are good swimmers. The TR4. Torque, or thrust, is high whether you go fast or slow. Other unusual sports cars on all-terrain tires. Disc brakes. Wide track for a smoother ride. Direct rack-and-pinion steering. Heats that never stall. And it's much more economical. You can see the TR4 today in all 50 states and Canada at any of the 500-plus dealers. Notice the coachwork it won a gold medal in London. Roll up the windows. Sit back in the leather seats. Get a hot drive. You'll soon discover why over 50,000 Americans say there's nothing like a Triumph. TRIUMPH TR-4. We make sports cars for the world.

**"IT WAS A LOT OF CAR IN THE BEGINNING AND IT'S A LOT MORE CAR TODAY!"**

Triumph's new sports car, the TR6, lists for \$2847—less than a new off-the-road convertible. It doesn't use much gas. You get about 33 miles per gallon. But mainly you don't buy a more magnificent piece of machinery, 100 horsepower, 110-hp top speed. The best engineering Britain offers. For instance, all models are good swimmers. The TR6. Torque, or thrust, is high whether you go fast or slow. Other unusual sports cars on all-terrain tires. Disc brakes. Wide track for a smoother ride. Direct rack-and-pinion steering. Heats that never stall. And it's much more economical. You can see the TR6 today in all 50 states and Canada at any of the 500-plus dealers. Notice the coachwork it won a gold medal in London. Roll up the windows. Sit back in the leather seats. Get a hot drive. You'll soon discover why over 50,000 Americans say there's nothing like a Triumph. TRIUMPH TR-6. We make sports cars for the world.

**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*



*THANOS KOURLIOUROS' 1960 TRIUMPH TR3A*

**FEBRUARY 2010**