



# SNIC

# BRAAAPP

## JUNE 2010

Vol.VI Issue No. 456

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-FOURTH YEAR -

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

## TUNE-UP CLINIC

TEXT & GRAPHICS BY BOB "SUDS" STREEPY



ON A COLD, GRAY NOVEMBER DAY, [despite the fact that it was May!] two dozen or so Coventry irregulars gathered at Mark Fisher's shop in Woodstock to take part in the annual ISOA Spring Tune-Up Clinic. Mark's place is located in an industrial complex and proved to be an ideal site for the workshop. The 2010 iteration was held on the eve of the Maternal Equinox, May 8th, and got under way around 8:00 AM. Mark had coffee and donuts in abundance. While the attendees enjoyed the pastry and caffeine, the hotter the better in the much colder than average temps, Mark provided and impromptu tour of the facility. It was the first time that many of us had a chance to view Mark's "Lo[w-cos]tus roadster with its geeked up Duratec Focus motor which is nearing completion. Mark mentioned that he is now in the 7th year of the two-year project. There were also several other special interest cars [a Mini Moke, Fiat Abarth, and Lotus – plus another

tricked out Ford motor awaiting installation], in the unit that were on display next to Mark's shop .

The first car to undergo a general analysis from Dr. Stagmeister was Pete Ballard's MGB. [Apparently, Joe figured he'd "practice" on a non-Triumph.] Within short order, the Morris Garage roadster was running more smoothly that when it entered the shop, and it was followed by new member Jerry's Kasper's V8 powered TR7 Spyder. It was Jerry's initial club function, and he was dully impressed with Joe's tweaking.



*continued on page 6*

### INSIDE YOUR JUNE

### SNIC BRAAAPP

- Ogden Top & Trim Clinic
- Cannonball's TRIP to Nowhere
- Letters to the Editor
- Screamer on How Not to Change Oil

*Lots More Stuff*





**ISOA VISITS  
OGDEN TOP AND TRIM**

TEXT BY PETER "MAESTRO" CONOVER  
PHOTOS BY JACK BILLIMACK AND THE AUTHOR

Saturday, April 17, dawned cool and clear – a perfect morning for approximately two dozen ISOA faithful to trek to Berwyn for an open house at Ogden Top and Trim. Prior to the 9:00 am start, ISOA

members were met with coffee, pastries, and warm greetings from John Mayer and Carol Nesladek, who own and operate OT&T.

John opened the proceedings by giving a short history of Ogden. The shop was founded by Frank Nesladek, Carol's grandfather, in 1919. Located on what was Rte. 66, the shop has catered to a wide variety of automobile trim needs since then. Many of the cars that have come through the shop have gone on to win awards at major Concours events.

From there, John discussed the various aspects of the trim business, from acquiring the leather hides and other raw materials, to the sewing and fashioning of car tops and interiors. Welcoming questions from the ISOA members, John discussed

a number of issues relevant to Triumph owners – amongst these, he indicated that he would be happy to do the installation of interior kits purchased from other vendors, and in fact, welcomes jobs where he doesn't have to supply the materials.

After the discussion, the ISOA members were invited to look at the projects underway on cars currently in the shop. These included two Jaguars, a Rolls Royce, a Ferrari, and a number of American muscle and custom cars, as well as John's own hot rod, which he built mainly from scratch.

Thanks to John and Carol for hosting this event. For those of you who were unable to attend the open house but are interested in what OT&T can do, they are located at 6609 West Ogden Ave. in Berwyn (just east of Oak Park Ave.). Their phone number is 708-484-5422, and their website is at [www.ogdentopandtrim.com](http://www.ogdentopandtrim.com).

*Maestro*



*Top Left: Shop manager John Mayer explains services provided at shop. Above left: Tim Mantel enjoys some refreshments while John Mayer and Carol Nesladek look on. Above center: Peter Schopperly inspects an interior. Above right: Jerry Hurst examines some trim pieces at the shop.*

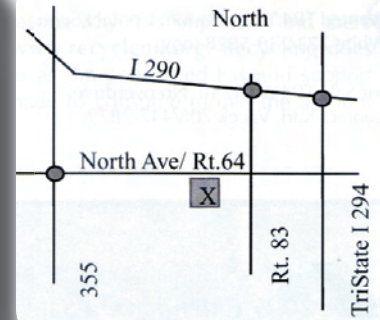
*Far left: Coventry Irregulars chat with shop manager John Mayer. Near right: some of the cars in shop.*



## 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

DATE	DAY	TIME	EVENT
JUNE	5TH & 6TH		CHAMPAGNE BRITISH CAR FESTIVAL, BLOOMINGTON, IL
	6TH	SUN. 7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	13TH	SUN.	BRITISH CAR DAY SOUTH, CONCORD, NC [ <b>TRIUMPH IS FEATURED MARQUE</b> ]
	16TH-20TH		TRA NATIONAL MEET, HOLMES COUNTY, OH
	18TH-19TH		ILLINOIS ST. ANDREWS SOCIETY 24TH ANNUAL SCOTTISH FESTIVAL, OAK BROOK
			CONTACT DARREL BABUK, AT BABUK-ARCH@SBCGLOBAL.NET OR 312-371-0583.
	19TH & 20TH		BLACKHAWK CLASSIC & SPRING CAMPOUT
	20TH	SUN.	WISCONSIN BRITISH CAR FIELD DAY, SUSSEX, WI
	25TH	FRI.	ISOA DRIVE-IN MOVIE NIGHT, CASCADE DRIVE-IN, WEST CHICAGO
	27TH	SUN.	MICHIANA BRITISH CAR SHOW, SOUTH BEND, IN [WWW.MICHIANABRITS.COM,]
JULY	11TH	SUN. 7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] <u>NOT THE FIRST SUNDAY</u>
	10TH-11TH		MAD DOGS & ENGLISHMEN XX - GILMOUR CAR MUSEUM - HICKORY CORNERS, MI
	17TH	SAT.	LONDON TO BRIGHTON RALLEY, CONTACT INDIANA BRITISH CAR UNION @WWW.IBCU.ORG
	31ST	SAT.	CAMPOUT & DRIVING TOUR - BLONDER'S RETREAT - HARBERT, MICHIGAN
AUGUST	1ST	SUN. 7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	19TH-22ND		OPEN AIR CLASSIC, EAU CLAIRE, WI
	19TH-22ND		VINTAGE RACE AT HEARTLAND PARK IN TOPEKA, KS [TRIUMPH IS FEATURED MARQUE]
	27TH	FRI. 7:00 PM	ISOA WHITE TRASH NITE, SYCAMORE SPEEDWAY - RUN WHAT YOU BRUNG!
	29TH	SUN.	20TH ANNUAL ORPHAN AUTO PICNIC, KENDALL CTY FAIRGROUNDS, YORKVILLE
	29TH	SUN.	MILK PAIL CLASSIC CAR SHOW
SEPT.	5TH	SUN. 7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	9-12		SIX PACK TRIALS - OXFORD, OHIO
	12TH	SUN.	BRITISH CAR FESTIVAL, OAKTON COMMUNITY COLLEGE
	12TH	SUN.	THE SALISBURY CONCOURS D'ELEGANCE, DESMOINES, IA WWW.SALISBURYCONCOURS.COM
	19TH	SUN.	5TH ANNUAL CANTIGNY CAR SHOW
OCT.	3RD	SUN. 7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	19TH-23RD		VTR, JEKYL ISLAND, GEORGIA
	TBA		FALL TOUR & CAMPOUT

**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





## A LITTLE BS FROM BS NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE

**T**echnology can be a wonderful thing, especially when it improves the speed with which we can communicate with one another. The operative word in the preceding statement is “can,” not “is.” The process of scribbling marks on wet mud tablets by the Mesopotamians some 5,000 years ago ushered in a new wave of transmitting ideas without actually speaking to someone, and the written word became a standard means of exchanging information that has served humanity ever since. Unfortunately, so has the potential for misinterpretation. New has not always meant better. The printing press, the typewriter, etc. all improved on the efficiency but not necessarily the accuracy of written communication, and humans have been constantly trying to speedup the process by developing new and improved ways to spread information more quickly. Telegrams and faxes, once considered high-tech, have come and gone, both to be replaced by email and texting as state of the art medium in our quest for instant connection with one another. And therein

lies the occasional problem. Quite often, to quote the Captain played by Strother Martin in *Cool Hand Luke*, “What we have here is failure to communicate.” I think such was the case recently when our little ISOA email list included a flurry of email chatter on whether or not one person’s view as an amusing anecdote was interpreted by other listmembers as inappropriate.

I can empathize with both sides on this issue. In my own feeble attempts at humor, particularly in our annual April newsletter, I’m certain that some of the stuff I thought was amusing was viewed by some readers as inappropriate. In other instances, there have been readers who took April Snic Braaapp material literally and actually showed up to participate in a driving tour to the House on the Rock. The same has been said of some of the lyrics from a couple of the songs recorded and performed by the Spinal Tappets, which I penned. Obviously, if a joke needs to be explained, either the teller or the listener has done something wrong.

Ours is a club, and a damn good one, that is loosely linked by an interest in Triumph Sports cars. We are also a very diverse group, and I doubt if anyone, with the possible exception of Jack Billimack, has personally met all of the other members. For some of us, our involvement in ISOA borders on fanaticism and for others, it is only mild at best. For many, ISOA is an important part of their very essence, while some hardly give it a second thought. The hardcore ISOA membership has developed a

gallows humor attitude towards Triumph ownership, probably based on real life experiences that include the notorious foibles of our LBC’s unreliability. Our newsletter, dating back to the days of Dentino, Korey, and Pawlak, has always attempted to amuse as well as inform, and readers soon discovered that the editors have not taken much of anything too seriously, including their jobs as editors. That philosophy remains true to today under the present regime. Still, there have been times when I have rewritten something or eliminated it all together, after some reflection, lest I come off as too gross.

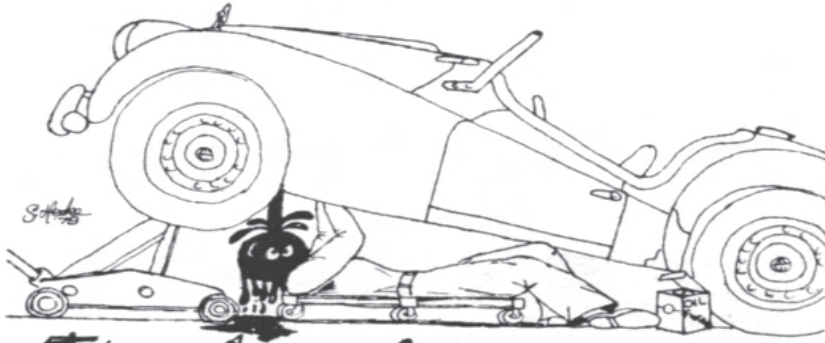
E-Mail etiquette is still evolving, and perhaps some day there will be a “Miss Manners” book on proper cyber-protocol for all occasions. For now, we have to use our best judgment. At the risk of offending both sides in the recent “tempest in a teapot,” let me toss in my two cents. Let’s refrain from forwarding jokes on the ISOA list, and if you do read something you think is inappropriate, contact the sender off-list.

Many of us receive emails from friends or acquaintances, [often forwarded] that include images or text we don’t appreciate. When that happens, I just hit the delete key and move on. If I were to receive an email from someone that I find especially offensive, I would contact the sender to express my sentiments. Nevertheless, I think that if we restrict ourselves to Triumph-related messages, we can avoid the rants that plague most email lists when people disagree on whether or not something is appropriate. If you receive a joke that you like, you may want to consider creating a list of recipients from the club that you know personally and do a blanket forward to selected recipients, rather than sending it to people whom you may not know.



*Suds*





Thou hath Annointed My  
head With Oil Psalms 23:5

Compliments of  
Steve Hedke and the Triumph Register of Southern California

## OIL'S WELL THAT ENDS WELL

TEXT BY JIM "SCREAMER" ALDRIDGE

So, I'm all set to do this. I've got the tools, the jackstands, the lifting device; I'm ready to do this, the simplest, most basic of automotive maintenance tasks, the oil change.....But, remember, this is a Triumph. A Triumph TR6. With a (dun, dun, dun) canister filter.

Every small-block Chevy up 'til '68 had a canister filter. However, Chevy had the good sense to mount it vertically and in a very accessible position, and if you were reasonably careful, you wouldn't spill a drop. Not so with the vehicle from across the pond.

Firstly, the canister is mounted sideways on the block, guaranteeing some spillage and some serious wiping of multiple surfaces and ledges, none of which are easily cleaned without a steam cleaner.

Secondly, every other system on the driver's side of the block impedes your progress, most notably the fuel pump. I'm seeing the reason for most electric fuel pump installations. It gets the manual pump out of the way. It's too bad there's no electrical replacement for the clutch slave

cylinder. It's impossible to remove the canister with the filter element in the canister. I've found that I must remove the element while holding the slimy, greasy can slightly tilted down, thus draining some oil on my shirt, before sort of unscrewing it between the frame and the slave cyl.

Thirdly, everything is in the way of the tools. I don't understand the diabolical engineering theory behind this. But in a way, it's brilliant. I mean, how did they position all the fasteners on these cars in such a manner that just putting the socket or the wrench on the hex requires three elbows and a extra eye. Then, once you get the tool on, you find you can turn it (if you CAN turn it) not quite one flat, and then the wrench must be removed, flipped over, reinstalled on said fastener, at which point you realize that you now can turn it only half of a flat. This puts the head of the wrench in such a position as to not come OFF the fastener, so you must rotate it back from where it was 'til it comes off. Now you look for another wrench of the same hex size that hopefully is indexed just a little differently. AHA!!! You got one! And it goes on easier. Too bad it's so long that it won't turn any amount without hitting something unremoveable. Like

the block. Or the frame.

So, on with the oil change. As long as it's up on the stands, I decide to change the trans and O.D. fluid. Piece of cake. HAH!!!

As I'm pulling the oil pan plug, I realize the position of the jackstands prevents my drain pan from sitting under the drain hole. Hmmm. How 'bout a funnel and a piece of heater hose? I'll route the drippings the 6 inches or so to the rim of the drain pan. Out comes the oil into the funnel.

Now, as all TR owners know, Triumph recommends 20W50 motor oil for the sump. Pretty thick stuff. Robust. A man's motor oil. What they don't tell you is 20W50 flows through a funnel and hose like a pig through a python, which is to say, not at all. You could time it with a calendar. The funnel overflows, and the arms get oily trying to move the drain pan up and between the stands. I give up in exasperation and use my bare hands to divert the flow to the vicinity of the drain pan. I then reach into the semi-full pan to retrieve the wrench and the drain plug.

Then, it's time for the canister (previously explained).

Now for the transmission fluid. No encumbrances here. Out comes the plug. Slippery little bastard.... Kerploop!! Search pan with just-cleaned hands for slippery little bastard. Replace said bastard. Remove brass plug and screen from O.D. Throw plug and screen into drain pan so they won't feel left out and will feel they are part of the family. Use entire bag of kitty litter to soak up the 20W50. It doesn't even soak up the kitty litter very quickly. It just sits on the top for a while, as if to say, "What am I, cat piss?"

So, I thought this was just gonna be a simple oil change. NAH. This was a lesson in fluid dynamics and flood control.

*Screamer*



*continued from page 1*

Afterwards, he proclaimed that the car was running better than ever thanks to the Stagmeister's wizardry. Rick Paulson's Spit was next in the queue of Triumphs that Joe, assisted by right-hand man Tim Buja, administered to. It, too, left the bay running better than it did when it entered.

Making its maiden voyage was Greg Fantozzi's pristine freshly completed TR6. The car was on the road for the first time following its frame-off restoration. The BRG 76 TR looked stunning, but like any fresh restoration, it needed some tweaking to run as good as it looked, and Joe was just the guy for the job. Before long, the car was running great, and Greg was beaming with pride.

Mark's next-door neighbor, Gerhardt, at Vintage Sportscar also opened up his shop to provide the use of his lift and offered a free inspection for any members so inclined.

By midday it was time for a lunch break, and following a catered Jimmie John's meal courtesy of Pete Ballard & Jack Billimack, it was back to work for Joe and Tim. Several other cars were adjusted before the event wound to a close. As always, the clinic was a success, in no small part thanks to the efforts of the host and hostess [Lori Ann] and to the club techspurts who volunteered their time and skill to assist the rest in keeping our Triumphs in good running condition.



**Top Left:** ISOAers admire Mark Fisher's Duratec powered Lo[cos]us project **Top Right:** Joe Pawlak checks timing on Pete Ballard's MG. **Center Left:** Custom Graphic on Jerry Kasper's TR7. **Center Right:** Dave Shedor has second thoughts about driving to clinic with his top down in 40° weather. **Bottom Left:** Pete Ballard and Rich Scholl check out fuel injection on Mark and Lori Ann Fisher's GT6. **Bottom Right:** Greg Fantozzi's freshly restored TR6.

## Suds

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. All photos and disks will be returned upon request. 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 reading SNIC BRAAAPP, you may feel nausea, dizziness, or gastric distress. This is common. Consult your health care provider if vomiting persists for more than four hours. 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**





ANOTHER TRIP TO NOWHERE

TEXT & GRAPHICS BY  
JAY "CANNONBALL" HOLEKAMP

Just before dawn on April 15, 2010, Murray Bruskin (1960 TR3A) and I (1964 TR4) cranked our TR engines, departed Wheaton and set out to drive to Dobson, North Carolina, to attend "The Gathering", a large British car show organized by the Triumph Club of the Carolinas. We planned to drive to Corbin, Kentucky, the first day, spend the night and continue into Dobson the next day via secondary roads across the Appalachian Mountains. We got around the end of Lake Michigan and onto I-65 southbound with no delay. The weather was so nice that I drove with the top off. After fuel and a quick lunch east of Indianapolis, we drove on, crossed the Ohio River and entered Kentucky. Just south of Cincinnati on I-275, I happened to be glancing at the gauges and to my astonishment, saw the temperature needle peg! I immediately pulled onto the grass shoulder of the interstate and stopped. When I got out and walked around the back to the car to open the hood, I saw the telltale wisps of steam coming from the exhaust. After carefully inspecting the radiator and the hoses, all normal, I was certain I'd blown another head gasket.

Time to stop driving and start problem solving. I called AAA, and the first truck that arrived was suitable for towing an 18-wheel tractor – semi-trailer, not a TR4. However, the driver was friendly and suggested hauling the TR4 to The Antique Auto Shop in Hebron, Kentucky. Murray went ahead to



Top Left: The author on the side of the road in the Devil's Triangle AKA - The Triumph Zone of Death! Top Right: A familiar scene - on the way to the shop.



Left: TTRR44 in Antique Auto Shop being serviced In Hebron, KY.

scout out the capabilities of The Antique Auto Shop and reported that this was a good place to solve the problem. After the flatbed delivered my TR4 and me, we talked with the shop owner, Terry Kesselring, and it was apparent that we were at the right place. Terry was willing to have one of his mechanics change the head gasket or we could use his facilities and tools (we needed feeler gauges and a torque wrench). I called Steve Yott, and he sent a gasket set by FedEx overnight. We returned to The Antique Auto Shop early on Friday morning and started removing the head. FedEx delivered the gasket set at 9:30 AM, and by 3:00 PM the job was finished, and the TR4 ran again. By this time the enthusiasm for the trip to North Carolina had pretty

much evaporated, and we decided to visit the Cobra garage next-door, return to the hotel, have a shower and a good dinner, spend the night and return to the Chicago area on Saturday morning.

Once again, the Triumph zone of death that's northern Kentucky had claimed my TR4. In 2004, on my way to VTR SE, about 15 miles south of the head gasket failure, the fan shed a blade that went into the radiator, and I spent two days in Dry Ridge, Kentucky. The good thing about the head gasket failure was spending most of a day at The Antique Auto Shop, a first class restoration garage with everything from several classic Packards, a '47 Willys Overland Jeepster, an Austin Healey 100-M, to many Detroit cars of the 50's and 60's.

Terry Kesselring's generous hospitality was exceptional and made the bad situation almost worthwhile. If I had a car I wanted restored by a pro, I'd definitely consider The Antique Auto Shop in Hebron, KY. The drive back to Chicago was uneventful.



Cannonball



## “YES I CAN”

By DAVE “RUMPUS” KANZLER

As a CPA, I can make a spreadsheet sing, but the extent of my car repair knowledge is knowing that when you see a big pool of oil underneath your car just after coming home from Jiffy Lube (true story), it is probably not a good sign. This can be intimidating when you are a member of a club like the ISOA where you have guys who can rebuild a transmission blindfolded. I sometimes feel like I’m back as the manager of the 8th grade basketball team. Sure, Coach Gordon told me I was “an important member of the team, same as the guys in the uniform,” but I knew that the people in the stands weren’t there to see me keep game stats and hand out water bottles. We all know that the ISOA groupies, like the 8th grade cheerleaders, always go for the men who can wield a torque wrench or hit the 20 foot jumper.

When I retrieved my car from its winter hibernation, there was more than the usual amount of fluids and gunk underneath it. There was a big blob of blackish thin liquid underneath the trunk that concerned me. I dove into the trunk and removed the spare tire when I noticed some gas dripping down and coming out a drain hole. Turns out that the gas tank was leaking through rust where the foam padding between it and the trunk panel had trapped water. Tim at Revcore said it was most probably repairable, so I thought as long as I was making the trip to Woodstock, I would have him check out the radiator as well. So it was with some trepidation that (with

the encouragement of Jack “Spuds” Billimack) I donned my grubby clothes to remove my radiator and gas tank for the ride up to Woodstock.

Water being less flammable than gasoline, I decided to warm up with the radiator removal. I opened my hitherto unused shop manual and read the first two steps: “Drain radiator, remove hoses.” OK, how the hell do I “drain the radiator?” My sailboat had a petcock on the engine block to drain it, but I’ll be damned if I could find one anywhere. Tempting fate, I decided to combine the steps and “drain with hose removal.” It was messy but effective. The next step was removing the four nuts mounting the radiator. The first three went fine, but with the charcoal canister for the fuel evaporator in the way, I couldn’t get my ratchet wrench in to turn the last nut. I searched my tool box and for some reason unknown but to God, I happened to have an S-shaped ratchet wrench which allowed me to remove the nut. The final step was to “Withdraw the radiator and the two packing pieces” - I still haven’t figured out what the packing pieces are, but the radiator is out!

Moving on to the gas tank, I had to figure out if I was “Fuel System – TC” or “Fuel System – PI” to follow the correct instructions. It took me a few minutes to determine that “TC” stood for “Twin Carburetor,” and the first step was to drain the fuel tank. This time there were specific instructions which began, “Place the car on a ramp or over a pit.” Lacking either, I decided to siphon the gas out so as to mitigate the chance for disaster. (With many a waterbed and fish tank in my past, I’m an expert “siphoner.”)

I bought a small diameter hose to better control flow rate and an extra gas can in case I overflowed the one I had, which came in handy as it did. I then scrunched under the car and “disconnected the rubber connection hose from the main line” to get the remaining gas out. I popped off the filler cap with no drama.

Next up was removing the six bolts holding the tank to the car. My ratchet extension was not long enough to reach the top two bolts, so instead of doing the smart thing and running to Autozone for a longer extension, I found a small wrench that just barely allowed me to turn each bolt 1/8th of a turn at a time. What seemed to be hours later, I had the last bolt free, and the tank was out as well.

Lessons learned: #1) With a little common sense and the ability to follow directions, even a CPA can do basic work on these cars. #2) Would it have killed Robert Bentley to actually label the parts on the diagrams? #3) It helps to have the correct tool for the job. #4) A few latex gloves pilfered from your doctor’s office come in handy with a messy job. #5) All shop manuals should begin with, “Step One: Open a cold beer.”



*Rumpus*

### 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 Coordinator** 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





MATCHING EXERCISE

See if you can match the club members in the left hand column with their daily drivers in the right hand column. Submit your answers to: trstreep@sbcglobal.net or mail to "Snic Braaapp Towers, 850 Kent Circle, Bartlett, IL.60103 The winner will receive a hearty handshake and a beverage at the next meeting. In case of a tie, we will award the prize to the email or snail mail entry with the earliest postmark



- |           |                |    |                              |
|-----------|----------------|----|------------------------------|
| 1. _____  | Jim Aldridge   | A. | Jeep Cherokee                |
| 2. _____  | Jack Billimack | B. | Lincoln Zephyr               |
| 3. _____  | Murray Bruskin | C. | Infinity G35                 |
| 4. _____  | Al Christopher | D. | Honda Civic                  |
| 5. _____  | Peter Conover  | E. | Ford Taurus                  |
| 6. _____  | Dennis Delap   | F. | Honda Odyssey                |
| 7. _____  | Mark Fisher    | G. | Mini                         |
| 8. _____  | Jay Holekamp   | H. | Buggatti Veyron              |
| 9. _____  | Kim Jensen     | I. | Ford Ranger                  |
| 10. _____ | Dave Kanzler   | J. | Chevy S-10                   |
| 11. _____ | John Kolton    | K. | Hummer H3                    |
| 12. _____ | Tim Mantel     | L. | Pontiac Vibe                 |
| 13. _____ | Bill Marscin   | M. | Volvo S80                    |
| 14. _____ | Michael Marr   | N. | Chevy HHR                    |
| 15. _____ | Mark Moore     | O. | Mercedes Benz 320 CDi        |
| 16. _____ | Tom Morgan     | P. | Chevy Blazer                 |
| 17. _____ | Mike Mueller   | Q. | Mercury Grand Marquis        |
| 18. _____ | Bob Streepy    | R. | Ford F-150                   |
| 19. _____ | Lars Sullivan  | S. | Ford Escort                  |
| 20. _____ | Bob Toms       | T. | Chevy Suburban               |
| 21. _____ | Steve Yott     | U. | Pontiac Aztec                |
|           |                | V. | Buick Roadmaster             |
|           |                | W. | Trabant P50                  |
|           |                | X. | AMC Pacer Sportabout         |
|           |                | Y. | Jeep Grand Cherokee          |
|           |                | Z. | Wagon Queen Family Truckster |

•Print neatly using the Palmer Method!

•Use No. 2 Ticonderoga Pencil on Zaner-Bloser lined loose-leaf

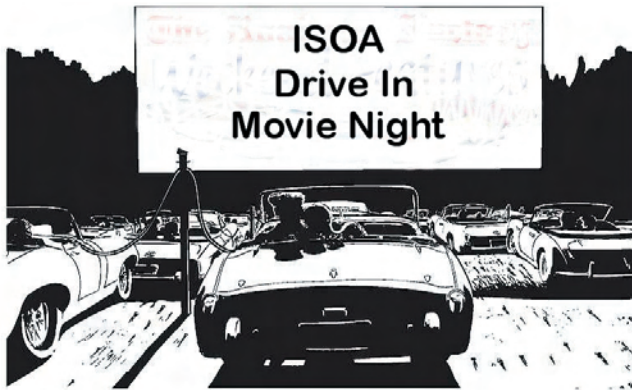
•Keep your eyes on your own paper.

•Extra credit for knowing the year of the car.

•Some answers may be used more than once. Others may not be used at all.

ISOA TECHNICAL ExSPURTS

- |                            |   |
|----------------------------|---|
| TR3                        | Bill "Whizmo" Pyle<br>630/773-4806        |
| TR4                        | Pat "PowerBuldge" Lobdell<br>219/942-1263 |
| TR4A/<br>250               | Steve "Drippy" Yott<br>262/997-0701       |
| TR6<br>(Early)             | Jeff "Stalker" Rust<br>815/874-5623       |
| TR6<br>(Late)              | Irv "Elwood" Korey<br>847/831 2809        |
| TR7                        | Phil "Factor" Fox<br>630/662-7721         |
| TR8                        | Tim "Tool Man" Buja<br>815/332-3119       |
| Spitfire -<br>[Early]      | Joe "Stagmeister" Pawlak<br>847/683-9683  |
| Spitfire -<br>[Late]       | Bill "Mr. Bill" Jensen<br>815/729-9731    |
| GT6                        | Dave "Snake" Shedor<br>847 566 0478.      |
| Stag                       | Joe "Stagmeister" Pawlak<br>847/683-9683  |
| Machinist                  | Bob "Opera Man" Crowley<br>630/319-7343   |
| Electrical,<br>Paint, Body | Joe "Stagmeister" Pawlak<br>847/683-9683  |



ISOA  
Drive In  
Movie Night

Join your fellow Cinema lovers for a night at the movies on Friday, June 25th. We'll meet for dinner at Augustino's Rock and Roll Deli, 300 West North Ave at 6:30 before departing for the Cascade Drive in West Chicago



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 YEAR'S FEATURED MARQUE FOR THE SHOW WILL BE JAGUARS



ILLINOIS SAINT  
ANDREW SOCIETY

24th Annual Scottish  
Festival & Highland  
Games

JUNE 18-19, 2010

Oak Brook Polo  
Grounds, Oak Brook,  
Illinois



HOLMES COUNTY OHIO  
TRIUMPH REGISTER OF AMERICA NATIONAL MEET

June 16-20  
Holmes County, Ohio



MID-IOWA BRIT/EURO CAR CLASSIC

Save The Date!  
Saturday June 5, 2010

The 2010 Mid-Iowa Brit/ Euro Car Classic is rapidly approaching. This year's classic will take place on the first Saturday in June. Make plans now to spend June 5th with us as we celebrate our passion for British and European automobile craftsmanship.

This year's show will be bigger and better than ever. Once again the destination will be the beautiful West Glenn Town Center in West Des Moines, Iowa.

The 2010 Mid-Iowa Brit/ Euro Car Classic will be surrounded by many shops, restaurants, hotels and entertainment. Everything to make your trip to beautiful central Iowa exciting and memory filled. See the map on our website for directions.

An exciting addition this year is the Friday Night Mid-Iowa Brit/ Euro Road Rally sponsored by our friends at Road Rally Charities. These guys know how to put together a fun and exciting event. Participants will enjoy the scenic beauty of Central Iowa while touring the countryside in their classic ride. Final details and trip guide are still being worked out. Plan now to be a part of this inaugural pre-show event.

Don't miss the best car show in the Midwest. The 2010 Mid-Iowa Brit/ Euro Car Classic will be the premier event for all enthusiasts of fine British and European automobiles. Register early for this exciting show. All the information is easily found on our web site listed below. We are always adding new information so check back often.

Feel free to forward this information to all of your car club friends. We would love to see them and their classic car at the show. We look forward to seeing you on June 5th at The 2010 Mid-Iowa Brit/ Euro Car Classic.

Get the latest information on our website:  
[www.midiowacarclassic.com](http://www.midiowacarclassic.com)



Sussex Village  
Park, Sussex, WI  
10:00 - 3:30  
Sunday, June 20th



Kastner Cup Vintage  
Race Event at Heartland  
Park in Topeka, Kansas  
August 19-22. Triumph  
is featured Marque!  
[www.HeartlandVintageRacing.com](http://www.HeartlandVintageRacing.com)





# UPCOMING EVENTS OF IN"TR"EST

**JEKYLL ISLAND**  
YEAR ROUND *Beach* RESORT


**North American Triumph Challenge**



**2010**

October 19-23, 2010

**Mad Dogs & Englishmen** Plan now to join us for our 20th Annual Show  
**MD&E British Auto Faire XX**  
July 10-11, 2010  
Gilmore Car Museum, Hickory Corners, Michigan



THE OFFICIAL  
**SYCAMORE**  
*Speedway*



White TRash Night  
Friday, August 27th  
Sycamore Speedway

**2010** **British Car Festival** **24th Annual!**  
September 12th



Once again at Oakton Community College!

[www.britishcarunion.com](http://www.britishcarunion.com)

20th Annual  
**Orphan Auto Picnic**  
Presented by Chicagoland Corvair Enthusiasts




Sunday, August 29th  
(rain or shine)  
Kendall County Fairgrounds  
Just West of Route 47, on Route 71,  
near Yorkville, IL

A Great End of Summer Event!  
**The Milk Pail CLASSIC CAR SHOW**



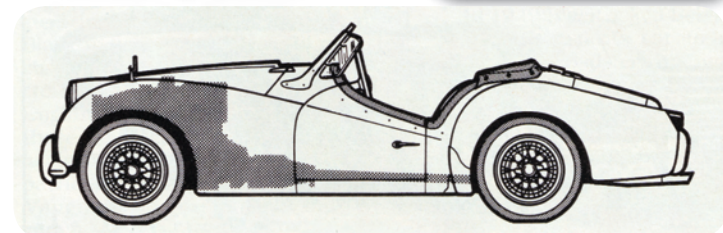
12th Annual  
Sunday August 29, 2010  
9:00 am to 4:00 pm



*The Salisbury Concours d'Elegance*

An annual celebration of the fine art and design of the automobile - Sept. 12! three miles west of downtown Des Moines, IA.  
[www.salisburyconcours.com](http://www.salisburyconcours.com)

British cars are featured this year



**TRIUMPH**  
**TRials 2010**  
**OXFORD**

September 9-12,  
Oxford, Ohio





Dear Editor,

I must write and express my shock and outrage at the behavior of that stupid B\*#@%d Jesse James. I know some of the ISOA members are fans of his

TV show, but how could anybody cheat on Sandra Bullock?

How in the world could he be so selfish? He is married to one of the most beautiful women in the world. She has a body to die for, and her current wealth is overshadowed only by Oprah.

His wife recently beat out Julia Roberts in the polls and is now known as "America's Sweetheart." Besides, she just won an Oscar and praised him up and down in front of the world while he was doing "bodywork" with the tattoo model.

He is really a piece of work! He has to be the most hated cheater on the planet! How can he live with himself!



I only have one thing to say to the despicable, miserable, cheating piece of drek that he is: Thanks for taking the heat off of me.

Dear Tiger,

We certainly appreciate your shock and outrage at the boorish behavior of such a lout. We suspect that now that you have completed your rehab, you of all people, are disgusted by such a transgression. We suggest you contact Mr. James and counsel him.  
Ed.

Dear Editurd,

I wish to express my dismay at the total absence of any fact checking that was so blatant in the April issue of Psnyik Kraapp. I refer, of course, to page three on which your miserable excuse of a publication clearly stated that the date for the April monthly meeting was Sunday, April 5th. Clearly, any idiot knows that April 5th was a Monday! How can you permit such slipshod editing to continue? By my calculation, this is at least the 2nd time in the last six years that such blatant blunders on the club calendar have appeared. Many of us rely on the club newsletter for the times

and dates of important club activities, and this carelessness on your part is extremely vexing. Unless you take the appropriate steps to remediate this total and complete lack of professionalism, I shall be forced to take drastic measures and inform your superiors of your total and complete lack of competence.

Harry Dolan

Dear Harry,

*Thank you so much for calling our attention to this grievous error, and we humbly apologize for our odious inaccuracy in the April issue. In our defense, we would simply point out that the first 23 pages of the April issue [which does include page 3] was our annual attempt, feeble as it may be, at humor. The actual ISOA monthly meeting, as opposed to the mythical "Society of Historic Illinois Triumphs" meeting, was correctly scheduled for Sunday, April 11th, and posted on page 25. We beg your forbearance for this gross negligence and plead you do not notify our superiors, lest we find ourselves terminated from this lofty post. This would be catastrophic, because the handsome stipend from editing Snic Braaapp provides us with such a comfortable living that we would have to take on a 2nd job to maintain the affluent lifestyle provided by our editor's salary.*

Ed.

*PS – We just happen to have an entry-level opening in our proofreading department. Perhaps you might want to submit an application. The starting salary is commensurate with ability so in your case, there is ample room for advancement.*

Dear Editor,

We here in the "Grand Canyon" state have recently introduced new legislation that we think will be of interest to your readership. I have signed into state law a bill that effective immediately, authorizes law enforcement officers to cite any foreign vehicle that we suspect might break down and create a traffic jam.

While some bleeding hearts liberals have accused of us vehicular profiling, we believe that this law will rid

our roads of traffic menaces by stopping cars that our officers believe may break down. It will provide our own cars with unimpeded access to the wonder and beauty of Arizona, while eliminating undesirable vehicles from our roads.

Consequently, since everybody



knows Triumphs are notorious for frequent breakdowns, we would advise you to avoid driving our state. But if you do come here, be sure you have all necessary documents to prove

your car has been recently serviced. Also, be sure to have your ISOA magnets prominently displayed on your car and park in the "Triumph Only" restricted zones. Failure to comply will result in a one-way trip to the state crusher.

Reichsmarshal Jan. Brewer

Dear Madam,

*While we applaud your efforts to reduce traffic congestion, we must respectfully beg to differ with the legislation you have enacted. It seems to us that preemptive arrests for transgressions based on the profile of a car may be a bit extreme. This would be akin to attacking a foreign country based on the suspicion of weapons of mass destruction, which we all know would never happen.*

*Your legislation reminds us a bit of a previous government official who attempted to control certain elements of society by requiring those who fit a certain "profile" to wear a logo on their clothing and to live in restricted sections of the state.*

*With all due respect, we would humbly suggest that you wait until after someone breaks a law that you arrest him or her. Incarcerating someone prior to committing a crime strikes us as a bit premature and might lead to potential violations of an individual's civil rights. In the meantime, we will certainly take your advice and avoid driving in Arizona when at all possible. Based on your laws, we'd just as soon fight the traffic on the Kennedy after a Cubs game during construction season in rush hour than travel to Arizona.*

Ed.





MAY 2010 MEETING NOTES



TEXT BY ISOA CLUB SECRETARY  
ROMAN "JR." HRYNEWYCZ

Sunday, May 2nd, saw roughly 50 of ISOA regulars gather for our monthly meeting at Mack's Golden Pheasant in Elmhurst. President Bob Streepy called the meeting to order at exactly 7:10, and in a break with tradition, asked for any new members or guests to announce themselves. The only person to oblige was Brad Englehart of Joliet. Brad owns a 1968 GT6. Next, Bob introduced the members of the board. Tim Buja spoke for several minutes on the status of the web site and the ongoing upgrade process.

On a special non-Triumph related subject, Sandy Denninger spoke of a new exhibit at the Elk Grove Historical Museum where she is the curator. The exhibit is a bit unusual as it has a tasty theme, the history of the Jarosch Bakery. The admission is free, and everyone is invited to attend. More information can be found at [www.elkgrovecparks.org](http://www.elkgrovecparks.org). Mr. Bill Jensen then tried to build interest in the club regalia and wares, which he dutifully lugs to every meeting. Help Mr. Bill lighten his load by buying some new ISOA apparel. Lars Sullivan is offering some vintage TR2-4 books, models and other paraphernalia for sale. If interested, contact Lars directly.

Bob Streepy gave a short summary of the board meeting that preceded the general meeting. One of the topics discussed was the possibility of making a new grill badge commemorating ISOA's 50TH anniversary. A quick poll was conducted, and unfortunately, not enough interest was shown to justify the expenditure. Bob then asked for everyone to go through their photographs and submit the best for the 2011 calendar. The minimum file size for these pictures is 300 k. The last subject discussed was

the final delivery of the TTA Stag to its new owners. Joe Pawlak addressed this issue, and the items on the punch that still need to be completed. This project has been a long and winding road, and I am sure Joe will be most pleased when his chapter finally comes to an end.

Bob opened the floor to anyone who wanted to share any stories or updates about long-term projects, and there where a few. Mark Moore proudly announced that after much struggle, he has managed to install the glove box in his TR6 restoration. This took several attempts due to some chassis modifications. Kim Casper proclaimed that the body of his Spitfire is now mated to a GT6 frame, and the electrical system is being installed. Lars Sullivan's TR3 restoration is making progress. Mike Blonder's TR4 is back on the road. Al Christopher's TR2 body now fits the frame, as it should. Greg Fantozzi's TR6 is now running and moving under it's own power. Lastly, Jack Billimack is in need of some tips and/or tricks for installing a new soft top on his TR6. Also, he needs some help in converting his Herald engine from one carburetor to 2 SUs, specifically the throttle linkage.

Bob moved on with the recap of recent events. He started with a quick review of the House on the Rock Tour, and its origins. Next, Jay Holekamp spoke of an attempted trip to Dobson North Carolina for "The Gathering." This was a failed outing due to several mechanical issues. [See page 7] He and Murray Bruskin decided to return home and did not attend. Also Jay addressed the audience about the auction of Mark Jocelyn's estate.

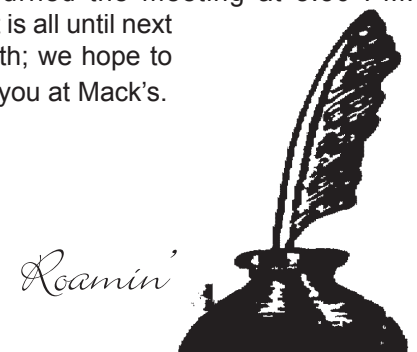
Before handing the microphone over to Jack Billimack for updates on upcoming events, Bob Streepy and Jim Aldridge sang a tribute to him and his recent harrowing brush with woodland creatures in his new garage entitled, "The Ballad of Possum Jack" to the tune of the Beverly Hillbillies theme song. After this tearjerker song, Jack took the floor to inform everyone of all of the upcoming adventures scheduled for this year. For a complete listing, check the calendar in this issue. If you know of any events that you think would be worthwhile, please contact Jack or the editor of this publication.

After a short break, it was time once again for the monthly raffle. This month the raffle number was drawn by John Kolton, and the winner was Doug Larson. Doug chose one of 3 bags, which contained numerous goodies, some of them related to car maintenance.

The next item on the agenda was the nomination for the Peter M. Roberts award for the most Triumphant act of selflessness. The first nominee was Tim Buja named by Greg Fantozzi for the loan of a distributor and finally getting Greg's TR6 to run. Next, Frank Cartwright nominated Roman Hrynewycz for repairing the auxiliary electric cooling fans in his TR7 and for helping him get his TR6 out of winter storage and getting it running. Jim Aldridge named Pete Ballard for doing some welding work on a custom Spitfire intake manifold. The hearty handshake, pat on the back, and free drink went to Tim Buja.

The next item of business was the nomination and selection of this month's Boomer recipient. Bob Streepy nominated Mike Blonder for leaving the Boomer award at Mack's after volunteering to deliver it to John Kolton, the May recipient. Next, Irv Korey nominated Mike Blonder for being inattentive and hitting himself in the face with the handle of his floor jack. Tim Buja named John Kolton for trying to change his official ISOA nickname on the roster sheet, which Tim handed out for verification of information. John scratched out "Froo Froo" and replaced it with "Tough Guy." Tim Buja nominated Jeff Rust for believing that the House on the Rock Tour posts on the email list were real and that Al Christopher's TR2 was complete and drivable. The winner once again was John Kolton. This now places John in the lead for this year's Super Boomer.

With no new business, Bob adjourned the meeting at 8:50 PM. That is all until next month; we hope to see you at Mack's.





**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:** Stag. V8, automatic. Navy blue, Hardtop. Needs upholstery and transmission work. \$6800.00. Tom Marcucci (312) 733-2020. [4/10 Not an ISOA member]

•**For Sale:** 1969 GT6 MK II Plus. IRS. Conifer Green w/black interior. Good Runner. R/B carbs, R/B Brake MC Clutch M/C Slave Cylinder. Electric Fuel Pump. 2nd Owner. \$6500.00 Brad Englehart. (815) 341-7828 [4/10]

•**Part Wanted** I'm looking for a distributor specifically from a 75 TR6, Any old one will do. Mark (Painless) Hattenhauer [boiler1975@juno.com](mailto:boiler1975@juno.com) [4/10]

•**For Sale:** 1978 Spitfire 1500. Carmine Red. 80,000 miles. \$8,000 John Mitchell 815/232-4533 days. [6/10]

•**Part Wanted:** TR4 starter Michael Velasco 847-644-6084. [6/10 Not an ISOA member.]

•**For Sale:** Early TR6 parts: Ansa exhaust [single pipe] - \$350. Koni Shocks - \$160. Full set of guages - \$40 for lg; \$25 for small. Roll bar [no pad] - \$35. Grill w/stick on-on badge - \$50 - \$35. Header w/collector pipe - \$75. Bullet Mirror [new] - \$15 Dave Kayson 630/550-3095 [6/10]

•**For Sale:** TR#A/B Parts Pedal pad set (late3/3A/B) - \$2.50. Bonnet hinge set (raised platform) - \$20.00. Boot lid hinge set (raised platform) - \$25.00. Locking handles, doors/boot (TR3A/B) - \$25.00. Rear escutcheon (round) - \$12.00. Brass hinge set (3/3A/3B) - \$45.00. Fuel tank, w/sender (3A/3B - \$105.00. Heater core/hose (3/3A/3B) - \$65.00 Engine water tap (3/3A/3B)- \$9.00. Heater water valve (3/3A/3B) \$12.00. Lars Sullivan [lars.sullivan@wowway.com](mailto:lars.sullivan@wowway.com) 847-259-9039. [6/10]

•**For Sale:** 1974 TR6. BRG/Tan Located in Davenport, IA. 70K mile. Restored. Excellent condition. \$15,500. Bill Neilson 563/528-5392. 6/10 [Not an ISOA member]

•**For Sale:** 1974 TR6, Factory overdrive, rollbar, enhanced suspension, lots of extras including a never used factory tonneau. I'm the second owner and have had the car since '79. I'm not giving it the attention it deserves or that justifies keeping my real car out in the snow during the winter. Email for pics. \$10,500 or Best Offer. Bill Ruetsche 847/719-2386 [bfr5@comcast.net](mailto:bfr5@comcast.net) 6/10



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

Mary Kay Sheldon 6/02	Cori Costello 6/13
Eric Nielsen 6/05	Bob Erickson 6/13
Bob Hansel 6/05	Terri Anderson 6/16
Jill Vacek 6/06	Sam Adams 6/21
Janet Revis 6/07	Frank Cartwright 6/22
Doug Campbell 6/12	Denny Cappetto 6/30

## New Members

Steve Bruzek  
1932 E Willow Ave., Wheaton, IL 60187-5962  
H: 630 991-0766 - His EMail: [sbruzek@comcast.net](mailto:sbruzek@comcast.net)  
71 TR6

Brad Englehart  
1515 Timberline Dr., Joliet, IL 60431-2893  
H: 815 341-7828 - His EMail: [seller17@aol.com](mailto:seller17@aol.com)  
69 GT6



## First Ever ISOA Photo Contest

Snap a couple of high res. shots of your Triumph and you could be the inaugural winner of this prestigious contest.. The top twelve shots will be featured in the 2011 ISOA Calendar and on the "Rear View Mirror" of this award winning newsletter. Send your graphic magnum opus to "[trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net)" Winners will receive a complimentary calendar [a major award!] and the unending gratitude of a grateful newsletter editor. Deadline is August 1st, 2010.

**Decison of the judges is final, maybe..**





## 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*

JUNE 2010



MISS ELIZABETH - BILL & KIM JENSEN'S 1976 SPITFIRE 1500