



SNIC

BRAAAPP

DECEMBER 2010

Vol. XII Issue No. 462

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

VTR 2010

INSTALLMENT ONE: *GETTING THERE IS HALF THE FUN!*

TEXT BY IRV "ELWOOD" KOREY GRAPHICS BY JACK BILLIMACK, BLAKE DISHER, AND BILL KOLTON



IN THIS SEGMENT, IRV "ELWOOD" KOREY, WHO HAS THE DISTINCTION OF HAVING ATTENDED EVERY VTR CONVENTION, CHRONICLES HIS TRIP TO JEKYL ISLAND, GA.. HIS MOST EXCELLENT ACCOUNT WILL BE CONCLUDED IN THE JANUARY ISSUE OF SNIC BRAAAPP

THE 2010 VTR NATIONAL CONVENTION WAS HELD AT JEKYL ISLAND, GA. The venue was beautiful, the Convention was fun and well run, the weather was close to perfect, and the cars behaved quite well, with a minimum of mechanical issues. Jekyll Island was once the playground of the very rich. It was privately owned, and the only way on or off was by boat. It was purchased by the state of Georgia in 1947, and it became the Jekyll Island State Park and operated under the state park system until 1950, when control was transferred to the Jekyll Island

Authority. Many of the facilities built by the rich for their playground still exist today, such as the main hotel building, the croquet court, and pool. However, the great unwashed now have access to these and more.

ISOA was well represented this year, with 2 groups making the drive to Georgia. This group left on Friday, October 15th. It included Barb and Jack Billimack (TR6), Pat Lobdell (TR4), Mary Lou and Jack Gleason (TR6), Bill and John Kolton (Stag), and Sandy and Jerry Hurst (Toyota Solara). The second party left Saturday, and consisted of Jay Holekamp (TR4), Murray Bruskin (TR3), and me, in my TR6. This was notable for me because my TR6 is usually scattered about the garage when it is time to go to VTR. As a result, this was the first VTR road TRip I have made in

continued on page 5

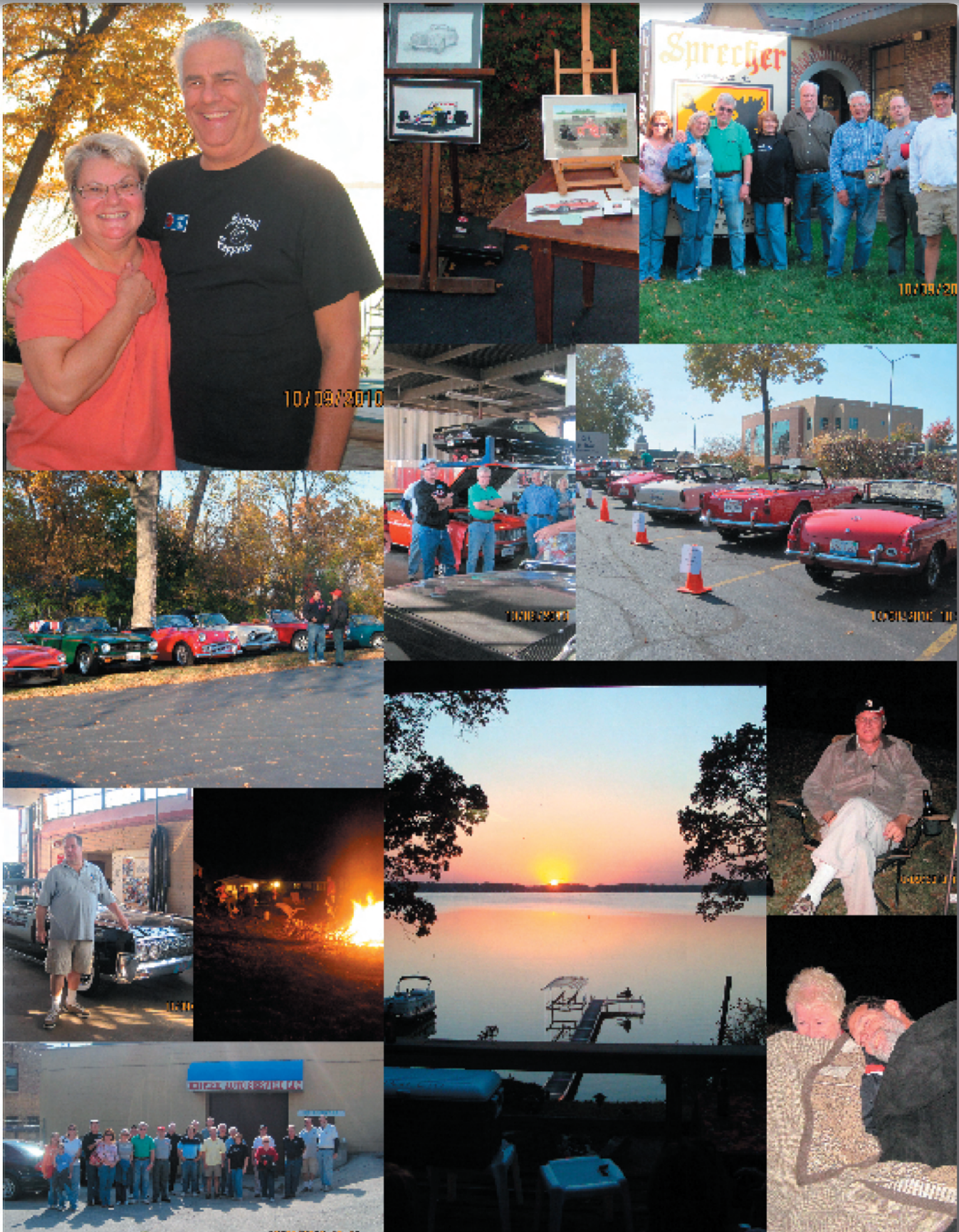
INSIDE YOUR DECEMBER SNIC BRAAAPP

- Campout Collage
- Con "TR" ibutions from across the Pond
- 24 Hours du Lemons
- Electrical Clinic
- Tech Tips

Lots More Stuff



THANKS TO TERRY "WHISTLER" UNDERHILL FOR THE GRAPHICS BELOW FROM THIS YEAR'S FALL COLOUR TOUR AND CAMPOUT.





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
DEC.	5TH	SUN.	4:30 PM	ISOA INDOOR GO-KART CHALLENGE II, MELROSE PARK INDOOR GRAND PRIX 2225 W. NORTH AVE., MELROSE PARK - NEW LOCATION!
			7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
JAN.	1ST	SAT.	10:30 AM?	OUTER DRIVE HERO'S RALLEY - NORTHERLY ISLAND
	2ND	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	22ND	SAT.		DIFF CLINIC - KAPLON'S 15845 115TH CT., ORLAND PARK
	29TH	SAT.	6:00 PM	BIG BASH
FEB.	13TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] NOT THE FIRST SUNDAY
	27TH	SUN.		BRITISH CAR PART SWAP MEET, DUPAGE COUNTY FAIRGROUNDS
MAR.	6TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	10TH	SAT.		BRITISH CAR DAY, NEW ORLEANS, LA , www.bmcno.org
	12TH	SAT.		CARB CLINIC JENSEN'S 903 LILAC LANE, JOLIET
	26TH	SAT.		CHILI PARTY - MORGAN'S 4N154 THORNAPPLE RD., ST. CHARLES
APRIL	3RD	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	9TH	SAT	8:00 AM	DISTRIBUTOR CLINIC PAWLAK'S 14N640 ENGEL RD., HAMPSHIRE
	31ST			ANNUAL ISOA TRIP TO HOUSE ON THE ROCK

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. Do not drive, operate heavy equipment, or text while reading SNIC BRAAAPP. Questions, comments, concerns, or great thoughts should be directed to:

**Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 email: trstreep@sbcglobal.net
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A LITTLE BS FROM BS

NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE



While there have been frequent instances on these pages whereby we have decried the encroachment of modern technology on our daily lives, we recently had an experience in which the presence of the world wide web has proven exceptionally fortuitous, if not down right amazing, to your humble and obedient scribe. While checking our email on the head proofreader's laptop a thousand miles away from SNIC BRAAAPP Towers, in itself a technical miracle, we received a message from a guy in Houston Texas which stated that he had discovered the title and bill of sale to my project TR4 stuffed between the pages of an old Chilton manual that was in the trunk of a car he had acquired years ago. It seems that John Chung bought a Special Order Pontiac Lemans from Archie Julien some years ago. He wrote, "...You are probably wondering how I found these papers? Yesterday, while I was rummaging thru a stack of old automobile books and papers stored in a cardboard box, I found the Triumph papers folded inside (on page 121) of an old Pontiac Lemans/GTO Chilton's manual. I almost threw the Chilton's manual in the trash before I

thumbed thru it and found the papers. I acquired the Chilton's manual approximately 10 years ago from Archie Julien when I had purchased a very rare 1971 4-door Pontiac GTO from him. After finding the title and bill of sale for the Triumph, I thought I would track down the car using the Internet. Fortunately, the car came up in the Triumph Registry with your name as current owner. Further searching on the Internet using your name and "Triumph", I found your contact info in the ISOA website newsletters..."

When I first obtained the TR4, I listed its VIN number on the Triumph Registry. When John searched the registry he came up with my name, and then he searched Triumph and me and Voila! Through the miracle of cyberspace, a guy in Texas contacted a guy in Illinois about a 47-year-old car that once belonged to a guy now living in Australia. I went on to Google Archie Julien and located his mailing address in Queensland. At this writing, I am awaiting a response form him to verify that he once owned the TR4 and to see if he can provide any interesting anecdotes about its early days before it went into hibernation.

When this car was first extracted from its state of suspended animation in Hyde Park by Mark Moore, Steve Yott, Mike Mueller, Jay Holekamp and I back in 2008 [See SNIC BRAAAPP Vol. VI, #431, June, 2008], the seller explained that it had been owned by her brother and parked after an unfortunate encounter with a light pole in 1967. Since then, he had left the area and was then in Australia while the TR4 languished in the carriage house behind her parents' home. They had since passed away, and she was now liquidating much of their estate including

the TR4. Mark and Steve had some questions about the car's history that she wasn't able to answer, and since I bought it from them, these same questions have piqued our curiosity. Perhaps, now we'll be able to find out a bit more about the car's early days, including the existence of the Mexican "Tourista" decal from 1967.

At any rate, my thanks to John Chung in Houston for having the tenacity to do the sleuthing involved in locating me and for providing me with the a title and bill of sale. I guess we gearheads are generally an obsessive lot and I'd like to think that most of us would do the same in we were in a similar situation.

Ed Note: This issue marks the sixth anniversary of our stewardship of Snake Barf. My deepest thanks to everyone who has contributed text and/or graphics over the last seventy-two issues of the newsletter as well as to the head proofreader's for her untiring efforts to correct my feeble prose. While we often may frequently disparage its quality, the old rag still holds up pretty well in comparison to other club scribblings, in large part to the club members who are willing to help by providing interesting material. This issue is no exception as evidenced by the contributions of Mike Konopka, Mark Fisher, and Jay Holekamp and, of course, our Senior Foreign Correspondent, Tony Beadle.

Happy Holidays to you all and don't forget that if you are in a quandary as to what get old Uncle Sudsy for Christmas, a paragraph or two and a couple of medium res. photo never go out of style.

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 \$35.00. (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



continued from page one

the TR6 since the 2001 Convention in Breckinridge.



Group 2 was scheduled to meet at 7:00 AM in Merrillville, and while I was waiting for Jay and Murray, I sent a text message to Spuds. He warned us not to stay in the Super 8 in Williamsburg, KY, as several of Group 1 were of the opinion that the sanitary conditions at the property were a bit "suspect." That would not be a problem for us, since we were planning to go to Hendersonville, NC Saturday night. Our drive was uneventful, and we were making excellent time. As we were driving, I found it curious that the TR6, the heaviest of the 3 cars, with the largest displacement engine, also came from the factory with the smallest gas tank.

Around Knoxville, TN, Murray, who had returned home just days earlier after a 2600 mile road trip in his Alpine, decided he had had enough for the day and told us to go

on ahead, and that he would meet us at Jekyll Island. Jay and I continued to Hendersonville, where we got split up in traffic and exited at different exits. After several phone calls, and with the help of both GPS's, we finally figured out that Jay was 10 miles further down the road than I. I drove over to meet Jay, and we decided that since we weren't too far from Spartanburg, that we would head there. We got off the Interstate at Spartanburg, pulled into a Super 8 parking lot, and immediately saw Pat Lobdell's TR4. We had caught up to Group 1. This Super 8 was clean, but not without some "unusual" guests (other than us) and activities.



We hooked up Sunday AM for the home stretch run to Jekyll Island. Our caravan now consisted of 7 cars. Murray had decided that he had had enough car fun, and decided to head-home. We left Spartanburg in typical lumbering ISOA caravan style, and made our way to Jekyll Island. As we were driving, it occurred to me that

the only car in the caravan with more Toyota parts on it than mine was the Hurst's car.

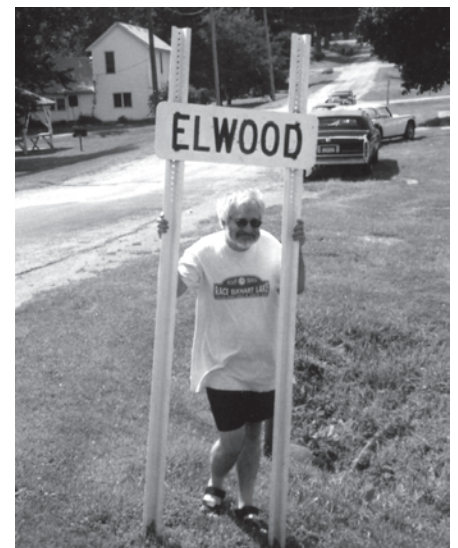
We arrived around 4, and the Jekyll Island Club Hotel and grounds were just beautiful. Several of us were staying at alternative hotels, so we agreed to meet up after unloading our cars and checking into the hotels. Soon after arriving, I spotted my Bride, who had flown to Jacksonville on Saturday for a family wedding and then hitched a ride up to Jekyll Island on Sunday with friend and TR4 racer Don Marshall. There was a lot



© Blake Discher

of meeting and greeting in the parking lot and hotel grounds, and then we decided to go to one of the recommended restaurants on the island. We ended up with about 18 at our tables, and many other tables were occupied by TR people as well. And then Dave Massey started up with his bagpipes. Inside. Yikes!!

to be continued.



Elwood



CON "TR" IBUTIONS FROM ACROSS THE POND



BY TONY BEADLE
ISOA INTERNATIONAL BUREAU CHIEF
& UK SENIOR CORRESPONDENT

JUST GETTING STARTED

OVER THE YEARS, THOSE OF US WHO enjoy driving old British cars (especially those equipped with Lucas electrical equipment) have had to get used to dealing with the idiosyncrasies of these vehicles. Like every other make of vintage or classic car, all Triumph models have their own individual eccentricities – for instance, how many people taking their first drive in a TR2/3 have been fooled by the ‘fly-off’ handbrake and kept pulling on the lever even harder in a futile attempt to release it?! But while the early TR handbrake operation might seem abnormal to younger motorists who are only used to driving modern automobiles, nowadays the quick-release device is familiar to most classic sports car enthusiasts.

However, that’s not really what I’m trying to get at here. What I’m actually talking about is the peculiar characteristics of a car, the sort of things that the owner only learns after thousands of miles behind the wheel. When they left the factory in Coventry Triumph models were sup-

posedly built to the same specification and were expected to perform in a similar manner to each other, but as we all know each car develops its own particular quirks over time – often without any logical reason for doing so. To give you an example, I know that if I leave my 1962 Courier Vitesse parked up for a few days when I next try to start the engine it will wind over until it

sounds like the battery is about to run out of juice – then, when most other people would already have given up and gone looking for their jump leads, it kicks into action and revs away quite happily.

The first car my father owned was a secondhand 1934 Ford Model Y (imagine a 1933/34 Ford Model 40 two-door sedan scaled down to approximately two-thirds size) which was built in UK and had a 933cc four-cylinder flathead engine. The thing I remember most about the car was that every time he wanted to start the engine my father would lift the bonnet (sorry, hood) and insert a wooden matchstick into the carburettor linkage to set the choke correctly. Once the engine was running OK, opening the throttle allowed the matchstick to drop clear. In those days (the early 1950s) almost everyone smoked so it was easy to find matches lying around wherever you stopped.

On the other hand, my father’s method pales into insignificance when compared to the procedure described for starting a Model T Ford that I found recently in the August 6th 1948 issue of *The Commercial Motor* magazine:

“Preparing for a daily run was indeed a business. On a cold morning you would go straight to the tool box, take out the jack and proceed to jack-up one rear wheel, chocking the others with wooden blocks

or bricks. Next, the hand brake was let right off, which was also a means for engaging top gear; then carefully retarding the ignition, opening the hand throttle and switching “on”, you proceeded to the front of the vehicle.

“Sticking through the base of the radiator was a ring on the choke wire, so pulling on this with a finger of the left hand you cranked the starting handle with the right. If you were lucky, or if it was in the mood, the engine would roar into life (with a noise often likened to a part of domestic plumbing).

“With the whole vehicle shaking violently and threatening to leap at you, you raced to the driver’s seat – simultaneously partly to close the throttle, advance the ignition and pull the hand brake lever hard on, whereupon the violent shake subsided to a steady shudder.

“Leaving the engine to warm up, the next job was filling the oil lamps and cleaning reflectors, glasses and wicks, refilling acetylene headlamp generators and testing their burners. Disposing of the spent carbide was something of a problem if you wished to remain on friendly terms with your neighbours.

“From about 1915 onwards this was solved by the introduction of electric headlamps, deriving their current direct from the low-tension generator incorporated into the flywheel. The brilliance varied so much with the speed of the engine that it became common practice to round corners in low gear at night, and it was little wonder that lamp filaments were short-lived.

“Feet, hands and fingers were all occupied in driving. The feet operated epicyclic gear and brake pedals – sometimes all at once in an emergency. It was said that Ford drivers developed “piano fingers” through operating ignition and throttle controls and adjusting the trembler coils while driving.

“Punctures (flat tires to ISOA



readers) were frequent, and short of mending tyres on the road, one carried a Stepney wheel which as a separate additional rim and tyre, clamped on to the rim of the punctured wheel and stood proud of everything, throwing mud up in a wide arc over the side of the vehicle, and often over the occupants.

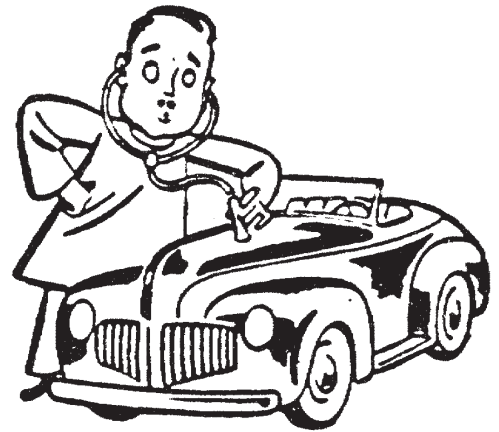
"Reversing up a hill was often resorted to, not because of the lower reverse gear, but because, when petrol (gasoline) was getting low, the gravity-fed fuel supply obeyed Newton's law better with the tank uphill ahead of the carburettor.

"Whenever motorists gathered the conversation invariably turned to experiences with the "Lizzie" and many extraordinary theories were put forward for curing faults or improving performance. One might be handed some mothballs with instructions to put one in the petrol tank when filling up, not that it was intended to imply that your vehicle was moth-eaten, but was said to give your engine zipp."

Jacking up the rear axle, hand cranking the engine and putting mothballs in the fuel tank? Suddenly, starting and driving a fifty-year-old Triumph somehow sounds a whole lot easier to deal with doesn't it?

"The Carriage Builders' Journal says that Messrs. Thos. Whittingham and Wilkin, 135 and 136 Long Acre, London W.C., have been experimenting for some months past with a solid glass brake block for rubber tyres, and have at last produced a satisfactory article, which has already sold freely. It is made of solid clear glass, fits the ordinary brake pan, and promises to be as useful and effective as it is undoubtedly simple. The resisting force between the two substances, glass and rubber, is quite remarkable and can readily be tested."

On modern cars the only area I can think of where glass and rubber come into direct contact is between the windscreen (sorry, windshield) and wiper blades – with a distinct lack of friction evident when it's raining! Which leads me to speculate that Whittingham and Wilkin probably did all their testing in dry weather, and I reckon it could have been a rather 'pane-ful' experience for the first unfortunate driver who tried to make an emergency stop in the wet using glass brakes! (I tried to resist the temptation to use so dreadful a pun, but in the end I simply couldn't let such a window of opportunity pass by – sorry about that)



ISOA TECHNICAL ExSPURTS

- TR3 Bill "Whizmo" Pyle
630/773-4806
- TR4 Pat "PowerBulge" Lobdell
219/942-1263
- TR4A/
250/5A Steve "NAPM" Yott
262/997-0701
- TR6 Jeff "Stalker" Rust
(Early) 815/874-5623
- TR6 Irv "Elwood" Korey
(Late) 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

THE SOUND OF BRAKING GLASS

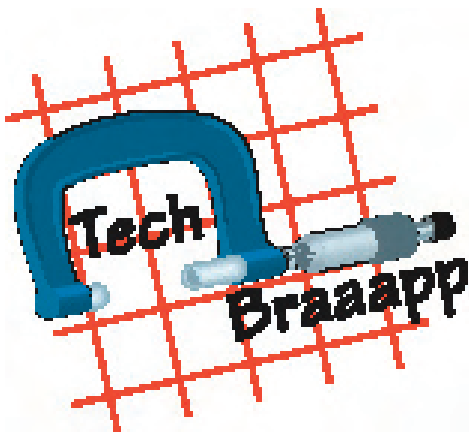
THE FOLLOWING ITEM APPEARED in the April 15th 1899 issue of *The Autocar* magazine:

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Tony Beadle
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**CHEAP RUSTPROOFING FOR
YOUR TRIUMPH, SLIM! -
INSTALLING D.I.Y.
ABS WHEEL WELL LINERS
BY MIKE "WHEELMAN" KONOPKA**



IT WAS SPRING OF 1989, AND I HAD JUST purchased my '74 Triumph TR-6. I was living in Rogers Park, and there was this funky welding shop on Broadway near Hollywood that had a sign that touted: "Flywheel Teeth Repaired Without Removing Flywheel." From the looks of it, this place hadn't changed since 1922 when they had catered to Hudsons and DeSotos. Previously, I had taken various beaters and also my '71 Datsun 240z there to have emergency frame and body repairs. Then, I'd nurse a few more miles out of these aging autos.

The welding shop was run by this crusty old guy and his son. The father called everybody "Slim." You might remember this horse trader or his great welding work. He was always clad in a leather cap, greasy 1922 coveralls, and welding goggles. While peering up from under whatever rolling heap I'd happened to drive in, he'd say, "Slim, today's cars are so cheap that they're all made outta beer can metal!" Beer cans were made out of steel back then.

After buying the TR-6, I decided to take it to this shop and have them check out its frame. But

the old guy had passed away, and his son was in the process of closing down the shop. He didn't want the work, but saw I had a Triumph and took pity on me. I think my TR-6 was one of the last cars worked on there. The son, who I'm pretty sure was named "Slim," welded up some reinforcement plates on the 6's rear trailing-arm frame sections. This repair held up for nearly ten years until ISOA tech-spruts Mike Mueller and Dave Shedor kindly helped me install a whole new rear "H" and trailing arm frame sections.

After paying Slim my \$28, I was ready to pull out of the old Rogers Park welding shop when he gave me some sage advice. He said I should get some wheel well liners installed, as this is one of the best low cost body rust-proofing steps to take. He said paying \$2000 for a convertible was a "pretty damn good deal" and wished me well as I rumbled away.

Cut to six years later. There's an auction in Rockford, Illinois. It's late Friday night at the ISOA hosted '95 VTR convention. Bob Streepy is barking in rare form atop the auction stand. Charles Runyan is soused and asleep. The rest of the folks in attendance are not far behind Mr. Runyan. A rolled up set of ABS TR-6 wheel well liners comes on the auction block-- which I purchase for \$5. Turns out that Tim Mantle donated them, and they were still new. The magnanimous Bill Pyle had recently painted my car, so I wanted to keep future corrosion at bay. The liners were easily installed with a few pop



rivets. Trouble free, they had been in place doing their job preventing rust since 1995.

Fifteen years later, when Trish and I recently attended the ISOA Blonderhill wine tasting event, the front left ABS liner finally cracked. I yanked it out and tossed it in the trunk for a future replacement template.

With the TR-6 back in our own garage, I measured the thickness of this ABS material and found that it was 1/16". After doing some online research, I found a plastics supply company on Ebay had the best prices. I contacted the owner directly and ordered four sheets, each cut to about 12" x 56". This ABS plastic is smooth on one side and pebbled on the other. The total cost for the four sheets of ABS was only \$24 plus \$10 shipping. It arrived coiled in a box two days later. Remember that custom wheel well liners sold elsewhere can cost hundreds more.

I simply traced the old liners onto the new ABS plastic stock with a pencil. I marked the previous rivet holes onto the new liners, too. Contact me if you need my TR-6 templates. Maybe they should be part of the ISOA tool shed. You can probably make your own templates for other



TRs with some thin poster board. By trial and error, you can come up with your own design. I might even use this ABS stock to make a new trunk liner if I get ambitious.

It's only a few minutes work to cut the ABS sheets with sheet metal "aviation style" snips; it took about a couple hours to pop rivet the four liners into the wheel wells. I faced



the pebbled sides out towards the wheels. As mentioned above, I used my existing pop rivet holes. Three



or four rivets does the trick as each liner is tucked along the inside lip of the fender which does most of the work of holding the liner in place. I used 1/8" x 3/4" washers for each pop rivet. The reason my old liner cracked is that I installed a washer that was too small fifteen years back.

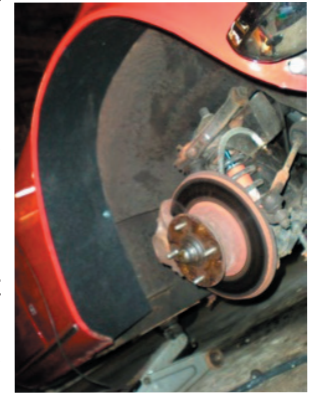
When drilling out the rivet holes in the rear wheel wells, use caution to not drill through the inte-

rior wheel well padding. I was able to just pierce the metal without popping through the padding. These installed rivets stayed hidden under the padding, too. You can paint all the washers and rivets black if you like. I also painted the pop rivets on the engine bay and trunk sides of the fenders with body touch up paint.

While I was test fitting the new ABS plastic wheel well liners, I noticed that the undercoating I had done back in '95 still looked glossy and new. I guess these liners are doing the job. They look nice in there.



They keep water out of the inner fenders, rear valance, and the rear tail light areas on the TR-6. Since 1995, I have put about \$39 into this rust proofing scheme.



Just don't call me Slim!

Wheelman

For additional info, contact:
Howard Everton
Norva Plastics Inc.
757 622 9281
www.norvaplastics.com
Norfolk VA



DON'T BE A "BLINKER BOY"
TEXT & GRAPHIC BY
JAY "CANNONBALL" HOLEKAMP

THE SELF-CANCELING FEATURE ON the turn signal switch on my '64 TR4 has never been reliable, and on very rare occasions, I've overlooked that I was driving down the road with the left blinker flashing away. Nothing says "geezer" quite as clearly as a constant meaningless turn signal blinking away – the complete antithesis of my self-image when I drive my TR4. My "artillery ears" make the turn signal

flasher clicks absolutely inaudible, so the only clue is the dash indicator light. Something had to be done to preserve my TR4 driving feelings of being twenty-two years old, care-free, with completely working knees and eyes, while looking good going down the road somewhat above the speed limit.

I found a small 12V buzzer at the RadioShack® web site at the staggering cost of \$ 3.49. It's catalog # 273-055 and was in stock at the local Radio Shack® store. Installation was simple. I tinned one lead to prevent unraveling and simply inserted it into the flasher socket slot that feeds the dash indicator light, held in place with the flasher tabs. The other lead was extended to a ground point, and the buzzer was fastened to the firewall with a small piece of 3M molding tape. This little buzzer only draws 15mA at 12V, yet produces a

sound level of 75 dB. Even I can hear it. I discovered the buzzer is polarity sensitive, and since my TR4 still has positive ground (runs much better this way!) the red lead goes to ground, the black lead to battery – it won't buzz connected the other way.

At least now, I'll be reminded to turn off the turn signals when I forget, and not go down the road as a "blinker boy".



Cannonball



ELECTRICAL CLINIC



TEXT BY BOB STREEPY
 GRAPHICS BY THE AUTHOR, JACK BILLIMACK
 AND PETER CONOVER

A STANDING ROOM ONLY CROWD OF nearly fifty Coventry Irregulars jammed the immaculate garage of Jay Holekamp to attend the final technical clinic of 2010. The subject of the symposium was “*Lucas Electrical Faultfinding*,” and there appeared to be no end to the questions from the assembly directed to the facilitators, Tim “Toolman” Buja and Joe “Stagmeister” Pawlak.

The seminar got under way around 8 at Jay’s place as the early birds chatted over coffee and pas-

tries. Many in attendance on the Nov. 6th tutorial drove their Triumphs, and the sight of so many LBCs parked along Danada Drive attracted more than a little attention from the passersby. As usual, Joe and Tim provided an excellent theoretical as well as practical explanation of the “hows and whys” of Triumph electrical mysteries. Joe posted some excellent graphics and talking points on the wall, and the group listened attentively as he and Tim moved from the elementary to the highly complex aspects of British electrical systems. They brought a display of various components that they used to demonstrate their points as they progressed through their subject matter. Along the way, they included discussions of alternators, batteries, coils, fuses, and multimeters which managed to hold the audience’s feeble attention span very well.

Around midday, Jay ordered out for pizza, the official cuisine for virtually any ISOA function, although sad to say, it was not included among this year’s big bash entrées. The horde of attendees devoured a eight extra large pies and several in

the group were observed glancing around for any extraneous crumbs.

After lunch, the clinic focused on the problem solving strategies, and Joe and Tim turned their attention to some of the Triumphs that were there. First up was Jack Billimack’s TR6, which has long suffered some from various and sundry electrical maladies. At day’s end, the hazard flashers were operative for the first time in a couple of decades. Joe and Tim also dealt with some alternator issues on Denny Stock’s TR6 and also exorcised some electrical demons from Bob Hansel’s TR7.

By mid afternoon, the majority of attendees were on their way home, secure in the knowledge that, with the proper diagnosis and steps, the curse of Joe Lucas could indeed be eradicated. Our collective thanks once again to Joe and Tim for a most informative clinic and to Jay for hosting the event. It was further proof, not that it was ever needed, that the talent and knowledge available through ISOA are unparalleled.

Suds





The Week Before Christmas

by Clement Moore [with a little update by Bob Streepp]



Twas the week before Christmas, and throughout old Chi
Town, not a Triumph was running, not even a Kenown.

My redlines were stacked near the compressor with care,
Min hopes that St. Lucas would fill them with air.

Casper and Lucille were nestled both snug in their sheds,
While visions of overdrives danced in their heads.

Old missus had promised, if I came through with a gift,
she'd polish my Pule Log [if you get my drift].

When out on the street there arose such a clatter,
I got off the old lady to see what was the matter.

Out to the garage I ran as fast as I could,
pushed on the opener and tripped over a hood.

The sparks from the Pule lights on my evergreen trees
made my driveway look like the parking lot of the Exxon Valdez.

When what to wondering eyes should appear,
But an old Group 44 semi with eight tiny engineers,

With a nasty old driver so crabby and rude,
I knew in a heartbeat, it must be St. Luke.

More rapid than Woods Brothers, his pit crew they came,
and he screamed and he cursed, and swore at them by name;

Now Stalker! Now Hacker! Now Elwood and Spuds!
On Toofus! On Guzzler! On Gizmo and Suds!

To the end of the driveway, inside the stall,
Now grind away, file away, cut away all!"

As the Castrol that spews when your tach gets too high,
As you try to keep up with some Corvette gup,

So into my garage his wrenchmen they flew,
with their chests full of tools, and St. Lucas, too.

And then in a twinkling I heard from my bench,
the twisting and ratcheting of each tiny wrench.

As I drew in my head and was turning around,
into my garage St. Lucas came with a bound.

He was covered in grime from his cap to his shoes,
and his clothes were all coated with grease and with ooze.

A bundle of parts he had flung on his back,
and he looked like a peddler just opening his sack.

His eyes were so beady! His forehead so wrinkled!
His cheeks were so sallow, His nose like a pickle!

His thin little lips were drawn up like a bow,
and the stubble on his chin was as gray as could go.

The butt of a Camel hung loose from his lip
and a pint of Jack Daniels extended from the pocket on his hip

He had a blank stare and his teeth were all yellow,
and he shook as he wheezed, like a bowl full of jello.

He was skinny and gaunt, a right scary old elf,
and I shuddered when I saw him in spite of myself.

A twitch of his eye and a twist of his head,
As soon gave me to know I had something to dread.

He spoke not a word but went straight to his work
and crimped all the connections, and then turned with a jerk.

And sticking his finger inside of his nose,
he flicked off a booger, and out the door he goes.

He jumped into his truck, to his crew gave the finger,
and away they all flew not wanting to linger.

But I heard him
exclaim as he
rode out of sight,
"Torque those lug nuts
dipstick, because this is
no rumor,

If you forget to
tighten them,
You'll wind up with a
Boomer!





ROD BLAGOJEVICH
NEVER SAY DIE 500

(24 HOURS OF LeMONS 2010 AUTOBAHN)

TEXT & GRAPHICS BY
MARK "SILO" FISHER

Dateline: Joliet, 23 October 2010

WHERE TO BEGIN.....?
For the uninitiated, the 24 Hours of LeMons is a growing phenomenon among the less mentally stable racing types (I know this is redundant). It is an endurance race on a road course for vehicles that barely meet the definition of an automobile.

They are supposed to cost less than \$500.00, excluding safety equipment. This is judged as part of tech inspection, with a variety of penalties for blatant rules bending. As an example, one of the cars was noted to have \$1,300.00 racing shocks in the front of their Mustang, as well as having an expensive fuel cell and a driver's list that included



Indy 500 alumni, an NHRA champion, and the father of a certain Go-Daddy girl. Although the shocks were the only direct violation of the rules, the team was penalized and started the race with 500 laps.

There were over 60 entries from teams with names like Cougar Bait, Delta House, Pushing the Nimitz, Top Fool Elemonator, Skid Marks Racing, etc.

All the cars were expectedly rough, and some looked like they had been attacked with a fire axe. Others were dressed up for the occasion, such as the Taurus made to look like the the *Back to the Future* DeLorean, The dog van from *Dumb & Dumber*, a Viking ship, and a variety of squad cars.



Errors on the track, bumping, 4 wheels off, passing under yellow, were all met with penalties ranging from time in the penalty box, having a tire bolted to your roof, or being forced to write I will not pass under Yellow 100 times on your hood. In



extreme cases, the teams were forced to dress up as the Village

People and were led around the paddock singing YMCA" and other punishments designed to keep your car from completing laps.

One team bolted a Stripper Pole to the roof, with a warning on the trunk "Crush It & the Girls Go Home." The aforementioned girls danced on the roof during penalty box sessions.



Overall, this end of season event had a relaxed party atmosphere, mixed with serious competitive spirit. Most of the teams are out there really trying to win. The race goes on Saturday and Sunday for a total of 13 hours. There really should be ISOA representation at this event next year. I am going to add it to the



list of things I need to work on.

When I left Saturday afternoon, the Taurus SHO entered by Red Rocket Ratnest Revival was hanging onto a tightly contested lead over the Saab 9-3 of Team Cougar Bait.

Silo



BIG BASH 2011

WHAT: The Annual ISOA Party & Awards Night

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

WHEN: Saturday, January 30th, 2010
(6-7pm) Hot & Cold Hors D'oeuvres with Cash Bar
BBQ meatballs, Egg Rolls, Cocktail Franks, Onion Rings,
Cheese Tray, Relish Tray & Chips and Dip



Main course: (select one)

- Fish – Baked Scrod served Almondine
- Beef – Broiled Filet Mignon with mushroom cap
- Chicken – Chicken Marsala breast of chicken sautéed with Marsala wine and mushrooms

Dinner at 7pm

- French Onion Soup with Croutons
- Mixed Salad Greens, Tomato, Cucumber and Croutons
- Double Baked Potato
- Green beans with Sautéed Mushrooms
- Vanilla Ice Cream topped with Chocolate Syrup or Crème de Menthe

Special after dinner guest speaker to make dramatic reading followed by mercifully brief awards presentation

Fun and games designed to humiliate the other guy and amuse you

The cost for the Bash is only \$35.00 per person. You may also pay your 2010 dues with the same check. [EG - one chicken dinner @\$35.00, one beef dinner @\$35.00, next year's dues @\$35.00 = \$105.00. Make checks out to ISOA.] Complete and detach the form below and bring to the January meeting or mail to:

KIM JENSEN, 903 LILAC LANE, JOLIET, IL 60435



Name _____

Choice of Entre _____

Name _____

Choice of Entre _____



Save the Date!
June 15-18, 2011
All TRs and non-TRA members are welcome!

TRA 2011

WHAT:
 2011 TRA National Meeting

WHERE:
 Holiday Inn at the Coliseum
 Fort Wayne, Indiana

MORE INFORMATION:
 More show and registration information can be found at: www.TRA2011.com and www.triumphregister.com

- Minutes from the Auburn-Cord Duesenberg Museum
- Great Driving Events
- Participant's Choice Car Show
- Concours of Elegance Car Show
- Family Events
- Tours & Rallies
- Parts Auction
- Early Morning Drives & much more!

We hope you will join the fun in 2011!
 For more information please contact:
 Tri-State Triumphs: 260-925-4488
 Email: fv@triumph11@aol.com

TRIUMPH REGISTER OF AMERICA | NATIONAL MEET FORT WAYNE

June 15th-18th 2011
 Fort Wayne, IN.

TRIUMPH IN THE ROCKIES III

VT R 2011 NATIONAL CONVENTION

BRECKENRIDGE, COLORADO

August 22nd - August 25th 2011

6-PACK™

September 22nd - 25th 2011
 Galena, IL.

ISCA Illinois Sports Owners Association
 2011 Calendar

The 2011 ISOA Calendars are Here!

Through the efforts of over a dozen members, we actually got picture submissions on time. The cost for this full colour calendar remains at its 2009 price as part of the Sports-cars Unleashed Calendar Kickoff Stimulus.

Lone Wolf Package: 1 for \$8 Home/Office
 Package: 2 for \$15 Gift Package: 3 for \$21

Other quantity discounts available.

Shipping & Handling [if home delivery is desired] only \$1.75 for one calendar. Call 847/683-9683 for quantity rates for additional calendars.

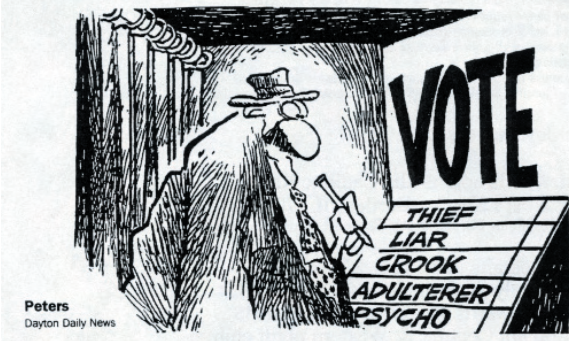
MELROSE PARK INDOOR Grand Prix

Due to the overwhelming success, and the fact that we didn't want to plan anything requiring any actual work during the holidays, we are holding a 2nd ISOA Indoor Go-Kart Challenge before our Dec. meeting on Sunday, Dec. 5th at 4:30 PM. Please note that the facility has moved since the previous races last April. The new address is:

Melrose Park Indoor Grand Prix
 2225 W. North Ave.
 Melrose Park, IL 60160
 708-343-RACE(7223)

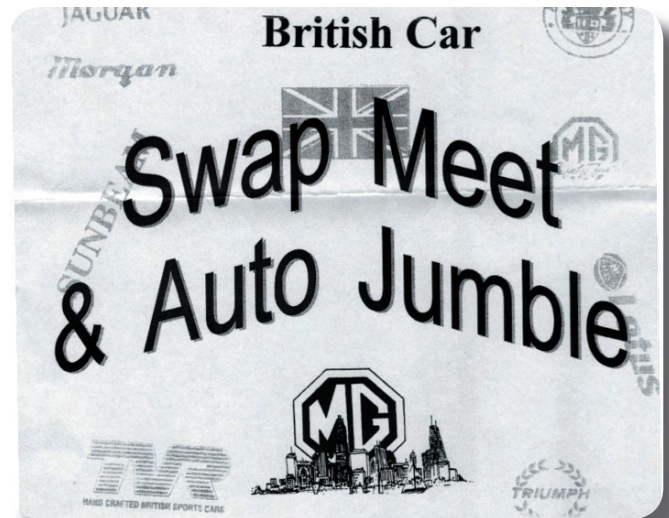


REMINDER -



We will vote for the nine 2011 ISOA board members at the Dec. meeting. If you or someone you know would like to run for a board position, please plan to attend the next meeting, and we will add to the list of nominees. Those nominated at the Nov. meeting were:

- Jack Billimack
- Tim Buja
- Peter Conover
- Kim Jensen
- Mark Hattenhauer
- Jay Holekamp
- Roman Hrynewycz
- Irv Korey
- Chuck Montague
- Joe Pawlak
- Bob Streepy



15th Annual Swap Meet DuPage County Fairgrounds February 27th, 2011



Dues for 2011 [\$35.00] need to be paid by March, 31st. If you have joined since September, 2010, your membership for 2011 is already taken care of. If you are unsure of your membership status, check with Tim "Toolman" Buja.

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



HARK THE HERALD ENGINE



Hark the Herald engine sings, despite some broken piston rings.
Solex Carb with cam so mild, fuel and timing reconciled.

Loudly all the lifters rise. Man this Triumph really flies!

With flip-top opening hood, Michelotti's design almost looks good.

With flip-top opening hood, Michelotti's design almost looks good.

Four-speed trans with synchro first, it shifts just like a Hurst.

Twelve-inch tires with bias-ply, holds the road like a Fer-ra-ri

With back seat room for three, I can take my grand-kids to a drive-in movie.

With back seat room for three, I can take my grand-kids to a drive-in movie.

Lucas wiring with positive ground, the AM radio has "Wall of Sound."

In-line four with power to spare, my Herald outruns the tortoise, but not the hare.

Fixed-head coupe, drop-head or estate, I just wish they'd put in an eight.

Fixed-head coupe, drop-head or estate, I just wish they'd put in an eight.



THE TWELVE PACK OF CHRISTMAS

On the 1st day of Christmas, my true love gave to me: A TR6 British Motor Heritage body shell [with a slave frame]



On the 2nd day of Christmas, my true love gave to me: two clear Hooters hooting



On the 3rd day of Christmas, my true love gave to me: three Webers carbuerating



On the 4th day of Christmas, my true love gave to me: four Panasports mounted on 205 15 Pirelli's



On the 5th day of Christmas, my true love gave to me: five forward gears via a Toyota trans with a Herman van den Akker conversion kit



On the 6th day of Christmas, my true love gave to me: six new pistons with five golden rings [the sixth is back-ordered]



On the 7th day of Christmas, my true love gave to me: seven quarts of synthetic Castrol 20w50



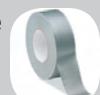
On the 8th day of Christmas, my true love gave to me: an eight piece interior trim kit



On the 9th day of Christmas, my true love gave to me: nine cans of PB Blaster



On the 10th day of Christmas, my true love gave to me: ten rolls of duct tape



On the 11th day of Christmas, my true love gave to me: eleven bags of Oil Dri



On the 12th day of Christmas, my true love gave to me: twelve genuine Millers drafting



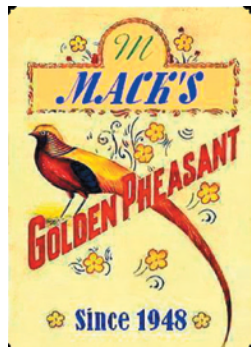


NOVEMBER 2010

MEETING NOTES

BY ISOA SECRETARY

ROMAN "JUNIOR" HRYNEWYCZ



PRESIDENT BOB Streepy opened the November 7th meeting of ISOA at 7:10 PM at the lovely Mack's Golden Pheasant of Elmhurst. About 50 or so of the regulars were in attendance. He

started the evening with the introduction of new members or guests. On this night, there was only one new member, Mathew Harkis of Plainfield, who owns a '73 TR6. As is custom, Bob then introduced the board members who decided to be there. President Streepy then proceeded to summarize that night's board meeting.

The next item on the agenda was updates on member's project cars. Chuck Montague began by declaring that his newly acquired and rebuilt engine for his Spitfire has been installed and has been started for the first time. Jack Billimack then told the assemblage of the reconditioned radiator and fuel tank that he got for his '66 TR4A. Matt Krajniak got up and proclaimed that he is doing the bodywork on his TR250. Sheri Pyle next got up and told the group that Billy had been working on the rear end of her TR3. Dennis Delap said that his newly acquired TR4 did not have a usable frame, but he had located a replacement in Texas, and needs assistance in retrieving it. Lars Sullivan's TR3 is moving along slowly. Mark Fisher's Locost is running. Bill Jensen acquired a new frame for his TR3. Murray Bruskin's Sunbeam Alpine is in for bodywork and paint. Kim Casper has installed a TR6 engine and transmission into his GT6 frame with Spitfire body on top. Bob Streepy's TR4 project is moving along. Bob Hansel has got most of the systems of his TR7 to work. Lastly, Al Christopher revealed that he finally has resolved of his TR2 body panel fit issues.

The next order of business was the discussion of recent events. Kim Casper gave highlights of the Fall Color Tour which he organized. Jack Gleason along with Jack Billimack recounted the adventure, which was the trip to and from the VTR at Jekyll Island Georgia. Mark Fisher then told of his impression of the Rod Blagojevich Never Say Die Rally (or the 24 Hours of Lemons) at the Autoban. Joe Pawlak then took the floor to give his recount of the electrical clinic held at Jay Holekamp's garage.

At this point in the meeting, it was time for Jack Billimack to inform every one of the wonderful events planned for ISOA for the near future. After Jack's segment, it was time for nominating candidates for the 2011 Board of Directors. Before a short break, Jim Aldridge, lead vocalist for the world-renowned Spinal Tappets, favored the meeting with a couple of new, never before heard songs. The first was *Fear My 7* sung to Eric Clapton's *Tears in Heaven*. The second song was dedicated to Jeff Rust and was named *The Pay* and it was sung to *The Way* by Fastball.

The first item after the break was the drawing for the raffle. November's lucky winner of many fine imported car care items was Pete Ballard. The next item was the Peter M. Roberts award for outstanding excellence in the world of Triumphdom. The first nomination was for Jack Billimack from Jack Gleason for planning a fine road trip to VTR Jekyll Island. Next Kim Casper nominated Bob Streepy for picking up a transmission in Chicago and delivering it to Kansasville, Wisconsin. The last was a multiple nomination of Steve Yott and Joe Pawlak from Chuck Montague for assisting in the rebuild of his Spitfire engine. Jack Billimack won possession of the chalice for the month.

Next up were the much-anticipated Boomer award nominations. Sheri Pyle started off by naming Billy Pyle for re-acquiring some of the junk that he got rid of from his garage last year. Then Barb Billimack nominated Jack for having new car parts delivered to the house while Barb was home 2 days in a row. At this point, the Boomer award nominations were beginning to look very bleak, as these were the only nominations forthcoming. Then Ed Krakowiak got up

and decided to bare his soul. His first tale involved getting a ticket for unlawful tire screeching by doing a burnout in his TR8 while in full view of a police officer. Ed continued with another incident that happened shortly after the first. On his way to work, his TR8 stopped running about 2 blocks from home. Since he could not start it, he decided to go home to get his pick up truck and tow the car home... by himself. Ed then admitted to tying off a tow strap from the truck to the stricken car and to pulling it along. When Ed began driving downhill, he realized that he did not think this through very well since he had no way of stopping the car. At this point, he said he just made a quick turn with the truck, and the car yanked to a stop once it passed the truck. Fortunately for Ed, the only damage was a bent hold down bracket on the TR8. At this point Billy Pyle, got out of his seat, took the bent wheel and presented it to Ed. After such an undisputed case for receiving the Boomer, others decided to clear their consciences and confess their transgressions without fear of getting the award. Don Sheldon admitted to breaking Jack Billimack's hazard light switch knob. Mark Fisher then told the group how he was test-driving his Lotus replica, but he had forgotten to latch the boot lid. On the Lotus the boot hinges are in the back of the car, and the wind caught the front edge and opened it so violently that the cable stays snapped. John Kolton confessed to leaving off the oil cap on his Stag after a pit stop on the VTR trip and spraying the engine compartment with oil. Since none of these stories were on par with Ed's, he was unanimously awarded the Boomer.

With no new business, President Streepy adjourned the meeting at 9:10 PM. My sincerest apologies if I missed anything. With the driving season over, it is time to get to work for next year!

Junior





Classified Ads: The Illinois Sports Owners Association newsletter will accept classified advertisements from members who wish to buy or sell Triumph cars, parts or miscellaneous related material. We will run ads, at no charge, for club members for ninety days. We also accept ads from non-ISOA private individuals who have cars, parts or related items that we deem of possible interest to our membership on a case-by-case basis. We do NOT accept advertising from commercial enterprises – even if those businesses are owned or operated by club members. If a Triumph related business hosts an event which we feel might be of interest to our membership, we will inform our readership of this occurrence, but this newsletter, its editors, and the board of directors do not endorse, recommend, or otherwise support, implicitly or explicitly, any commercial entity doing business in the Triumph-related domain. All ad copy is taken from sellers. SNIC BRAAAPP does not inspect any cars as a prerequisite for inclusion here and does not assume any responsibility as to the accuracy of any ad text. As with any purchase, Caveat Emptor. To place an add, please e-mail Bob Streepy at: trstreep@sbcglobal.net or call 630/372-7565. The editor reserves the right to adjust the length of an ad to accommodate the space available.

•For Sale: 1966 TR4A. Factory OD, Blue, new top, tonneau, rechromed bumpers, new seat covers, carpets, Momo steering wheel, electronic ignition, new Mini-Lites, new Michelin tyres. Less than 1880 miles since restoration. Pictures available, \$16,500.00 US. Located in Gimli, Manitoba. 204/642-7616 or tpatrick@mts.net. **[10/10 Not an ISOA member]**

•For Sale: 1976 Spitfire. white, hardtop good condition, started “annually” (except this year) the last couple of years but not driven regularly for several years 67,000 miles. Located in Wayne, IL., call Marti Green at 630/837-8071. **[10/10 Not an ISOA member]**

•Parts Wanted: Rear view mirror bracket and 3-prong oil pressure switch for '76 Spitfire. Call 936/499-8797 or E-Mail cantercall@gmail.com **[11/10 Not an ISOA member]**

•For Sale: 1979 Triumph TR7 convertible. 5 spd. Sachs clutch. Alloy rims. Rebuilt carbs. Front Bielstein shocks. Body in excellent condition. Spare 5 spd. trans. This is a project car located in Mundelein Asking \$2200. 630/546-0904 or q10991@yahoo.com **[11/10 Not an ISOA member]**

Happy Birthday

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

- | | |
|----------------------|------------------------|
| Rich Miczek 12/02 | Donna Jaquet 12/15 |
| Mike Mueller 12/02 | Rosanne Felix 12/15 |
| Kathy Smith 12/03 | Jerry Kasper 12/17 |
| Gwyn Dekker 12/04 | Mark Hattenhauer 12/18 |
| Murray Bruskin 12/05 | Peter Lee 12/19 |
| Jake Jaquet 12/07 | Sandy Reese 12/20 |
| Bob Toms 12/07 | Mike Johnson 12/20 |
| Roy Congrove 12/07 | Peter Schoppelry 12/20 |
| Rich Aubert 12/11 | Ed Mitchell 12/21 |
| Brent Groza 12/11 | Trish Konopka 12/27 |
| Rick Miller 12/14 | Pat Morse 12/27 |
| Bob Crowley 12/14 | |

NEW MEMBER

Yves Boode and Deb Fortune
3672 Songbird Ln., Cherry Valley, IL 61016-9704
H: 815 332-2203 EMail: yves@vintagesportscar.net
looking for a TR



Only a few copies of the latest and greatest CD remain. Be at the December meeting to get yours free with a \$5.00 donation to the club tool fund





Season's Greetings



ISOA ON THE WORLD WIDE WEB

You can always get the latest news directly from the ISOA web site: <http://www.snrc-braaapp.org>

To subscribe to the ISOA electronic mailing list email thebujas@comcast.net

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

DECEMBER 2010

