



SNIC

BRAAAPP

JANUARY 2011

Vol. I 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

SLEIGH BELL SLALOM - INDOOR GO-KART RACING II

TEXT & GRAPHICS BY BOB "SUDS" STREEPY



and Lorrie-Ann Fisher, Peter Schopperly, Tim Mantel, Pat and Tom Morgan, Peter Conover, Lee Feder, and Dennis Hill, while Mark Hattenhauer, Rich Scholl, Jack Billmack and your humble and obedient scribe provided moral support.

After registering, the first timers attended a brief driver's school before competing in the first of three eight-minute heats in the propane-powered go-karts. The facility arranged the races so that the ISOA contingent raced with one another in each of their heats. The propane powered karts were capable of 40 MPH, more than enough to get into trouble on the track. Unfortunately, Peter Schopperly and Mark Fisher were involved in some paint swapping in their final race that resulted in a trip to the emergency room for Peter and a sizable knot on Silo's elbow. As of a few days later, both seemed to be none the worse for wear.

Despite the buzzkill created by the collision, most of the participants agreed that event was great fun. The general consensus was to hold another such event in the future, possibly after all of the injuries had all healed.

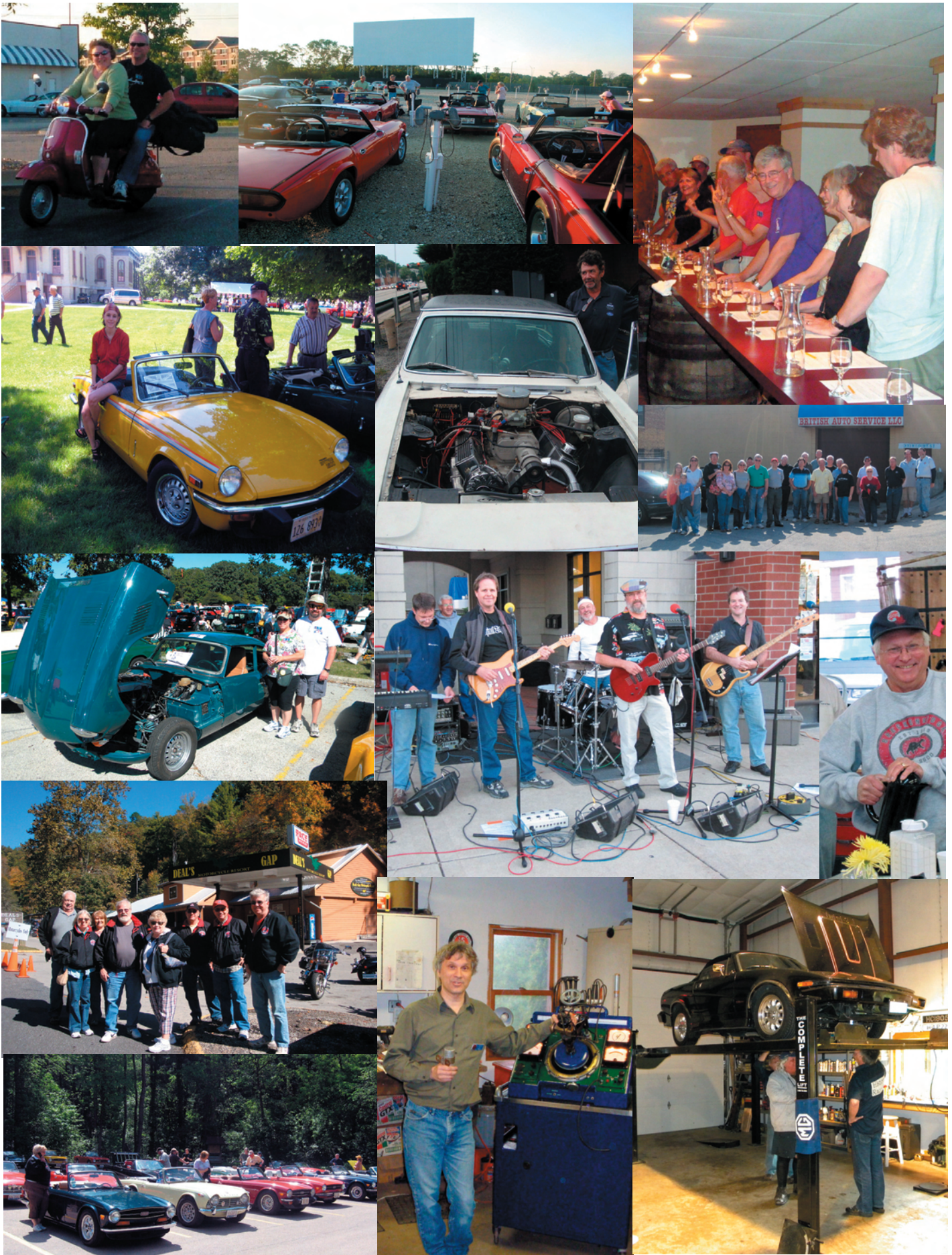


SEVERAL COVENTRY IRREGULAR HOTSHOES TOOK PART IN THE CLUB'S second foray into go kart racing on Sunday afternoon, December 5th. The event got under way around 5:00 PM and preceded the monthly ISOA meeting at Mack's, only a couple of miles west of the track. In addition to the racers, a few club on-lookers attended but passed on the racing due to various and sundry ailments. The racers included Mark

Suds

INSIDE YOUR JANUARY SNIC BRAAAPP

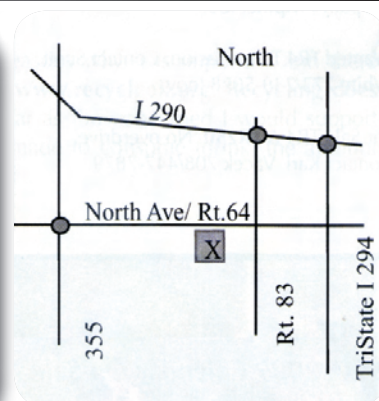
- Behind the Music of Spinal Tappets
- VTR Jekyll Island Part II
- 2010 Retrospective Collage
- Lots More Stuff



*ILLINOIS SPORTS OWNERS ASSOCIATION*

The ILLINOIS SPORTS OWNERS ASSOCIATION is an owners and enthusiasts club dedicated to the enjoyment and preservation of Triumph cars. Monthly meetings are held at Mack's Golden Pheasant on North 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
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 - DES PLAINES ELKS CLUB, 495 LEE ST., DES PLAINES
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
MAY	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA	SAT.		TUNE UP CLINIC, CSI, INC. 1114 RAIL DR, UNIT C, WOODSTOCK, IL
JUN.	5TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]

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. Possible side effect from reading SNIC BRAAAPP include weight gain, weight loss, dyspepsia, dropsey, and "the Staggers." 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

AN OPEN LETTER
TO THE 2011 ISOA PRESIDENT.

CONGRATULATIONS ON YOUR SELECTION as chief executive of the world's greatest car club. At first it may seem a bit daunting to serve as the titular leader, not to mention the world-wide ambassador of an organization which is widely regarded, as least by us, as the best of its kind anywhere in the universe. Relax. You may feel a bit intimidated by trying to preserve the lofty position which ISOA has enjoyed for many years, but trust me, there's probably nothing you can do to make it any better or any worse. After two relatively uneventful years as president, I speak from personal experience. This club will function just fine with or without you – I'm living proof.

An ISOA president basically throws together a couple of paragraphs each month of semi-Triumph related stuff, plays the role of emcee at meetings, and makes the occasional token appearance at club functions, none of which requires much

ability or effort, as witnessed by the events of 2009-2011.

The work of running the club goes to the members of the board who work behind the scenes to organize and plan activities that [at least most of the time] provide our members with a fairly positive experience. As president, I have always maintained, like Hippocrates, "First do no harm." That applies to meetings as well as healing the sick. Remember, some of our people come a fairly long distance to attend meetings, and their goal is to have a good time and "hang out" with one another. Keep it light. They probably did come not to listen you talk about how busy you are and that you will have to cut the meeting short because you have more important things to do.

The more you can involve a large number of members in the audience in the meeting, the more people will probably pay attention. If someone is talking at the bar while you are running the meeting, don't take it personally. This isn't third grade at Saint Scholastica's. The gavel is symbolic, not functional when keeping the crowd on task.

Plan ahead, but keep the agenda flexible. If the audience seems interested in taking off on an unintended tangent, let them. You don't have to get them ready for the ISATs [or in some cases, the GED].

Include a short break. If folks want to sneak a smoke or leave early, let them. It's no a reflection on you, and it gives people a chance to discuss things privately at the bar or in the parking lot if they choose. Besides, if somebody thinks that they can duck out early and avoid getting the Boomer, we all know that that doesn't work.

Remember that if you are somehow forced to make an executive decision, some people are going to be upset no matter what you do. Like Ricky Nelson sang, "You can't please everyone, so you got to please yourself." For example, I've always considered counting the votes for the monthly Boomer and Peter M. Roberts to be kind of like the manufacturer's suggested retail price, something to take with a grain of salt, but obviously there are some who folks who feel differently.

During the course of your time in office, we will add new members and lose old ones. That's the nature of clubs, ours included. Nobody is going to join because of you, and those who opt not to renew probably don't do so in protest of your leadership. Try to make the newbies feel welcome and don't take it personally if somebody drops out.

Finally, don't forget: it's a car club. People join for a myriad of reasons, not all of which are necessarily for the same reason, but it's mostly because of the cars. However, those who stick around do so because of the people in the club, not because of the president. Good luck, and try to have a few laughs while you're at it. I sure did.



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.

IT WAS TWENTY YEARS AGO TODAY . . . THIS MONTH IN SNIC BRAAAPP
A BRIEF TRIP BACK DOWN MAMMARY LANE WITH JAKE & ELWOOD MANTENO

Return with us now to those thrilling days of yesteryear as we traverse the wormhole of time back through the Magic and Mystery of time-travel. Calibrate your transponders to 1991 [Just be sure to line your helmet with copious amounts of tinfoil and polyunsaturated luncheon meat. Here, in their own words, is what the Brothers Manteno had to say in SNIC BRAAAPP twenty years ago.]

SNIC-BRAAAPP

ILLINOIS SPORTS OWNERS ASSOCIATION

**ALL THE NEWS THAT'S FIT TO PRINT AND QUITE A BIT THAT ISN'T
JANUARY 1991**

Jake & Elwood Manteno, Editors

The eight page black and white January issue of SNIC BRAAAPP contained a list of "You might be a British Car Owner if..." on the cover age submitted by Tim Buja. They included

- You always park facing down hill.
- The guy at the parts store:
gets a cheesy grin when you walk in,
is listed as a dependant on your 1040,
sends you a get well card if you haven't
bought parts for 2 weeks,
recognizes your voice on the phone.
- You buy a parts car, and not even you
believe that you will part it out.
- You hear head job and think of adjusting
valves.
- You get in a car and are surprised:
when all of the instruments work,
by it not needing oil, or brake fluid, or anti-
freeze.
- You get in a car and are NOT surprised by
A spare battery,
A tool kit that fills half of the boot,
A slightly singed instrument, panel.
- You hear someone talk about new shoes,
and assume they are doing their brakes.
- You call AAA and THEY recognize your
voice too.
- You look under the bonnet and see:
More duct tape than hose,
More electrical tape than wires ,
- You tell your wife that the reason that you
were out till 3AM was that the car broke down,
and she believes you.
- The people you live with are no longer
phased by sitting down to dinner and sharing
half the table with carburettors.
- You pay more visits to the parts store than
the gas station, or the grocery store.

- Your car makes a funny sound and you
immediately know:
what is wrong,
how much the part will cost,
what tools will be required.
- Your generator dies, so you just pull one off
of the Lucas pile in the garage.
- You distrust anyone named Lucas.
- People ask how many cars you own, and
you respond in fractional numbers.
- You wash your hands when working on
your car, so that you don't get the engine
compartment dirty.
- You budget 4 hours for a trip, 3 for driving,
1 for repairs.
- You bought the car to attract members of
the opposite sex, but no longer have time or
money to go out on a date.

Elwood described the formation of the new [for 1991] board by writing:

"At our last meeting, we 'elected' a new Board of Directors (which bears a strong resemblance to the old Board of Directors). As we had 9 nominations for the 9 positions, formal balloting (and our usual vote fraud) did not take place. The Board for 1991 will consist of Sheri Pyle, Dave Shedor, Shel Biales, Frank Zelip, Steve Percifield, Kim Joiner, Bob Streepy, Jack Billimack, and Irv Korey. The Board held it's first meeting on December 19th, and railroaded (er, elected) Sheri Pyle club President and Jack Billimack club Vice-President (both votes were 8-1, it doesn't take a genius to figure out who the 1 was in each case). Frank Zelip will remain club secretary (he has the best legs on the Board), and Shel Biales continues as treasurer. Steve Percifield has consented to run

our slalom program this year, Bob Streepy will be in charge of club publicity, and unfortunately, the Manteno Brothers will continue as newsletter editors."

The 1991 Big Bash was promoted in the January newsletter. In that year it was held on February 16th at Truffles Restaurant in Itasca.

The newlsetter contained information about the VTR convention in Fort Mitchell, KY, which took place that summer. It also included mention of the Tune Up Clinic, along with several competitive driving events, and the Fourth BCU at Oakton Community College.

The 1991 marketplace offered a set of Redlines for \$450 and TR6 tach cable for \$10. There was a "parts wanted" inquiry for Spitfire 1500 block, pistons, and cam [and it wasn't from Chuck Montague!].

Steve "Sparky" Percifield wrote a column listing the dates and places for the upcoming autocross season and concluded with his signature line, "...You can't win if you don't run."

*And that's the way it was, January 1991, [imagine Walter Cronkite's voice] except now, **you were there!***



*Tony Beadle is taking a well deserved rest this month. In place of his regular column, we are running a bit of text that recently appeared in the **The Vintage Triumph** that traces the roots of the world's greatest Triumph Parody band. Reprinted with permission of the author. Ed*



BEHIND THE MUSIC OF THE SPINAL TAPPETS

THE STORY OF THE WORLD'S MOST FAMOUS
[AND ONLY] TRIUMPH PARODY BAND

TEXT & GRAPHICS BY BOB STREEPY

IN LATE 2003, THE MEMBERS OF THE Illinois Sports Owners Association who made up the organizing committee for the 2005 VTR convention, held a brainstorming session to toss around ideas for hosting the event. One of the group's goals was to try make sure that the 2005 convention would not be seen as carbon copy of the 1995 event that ISOA had hosted, especially since they had elected to use the same host hotel. One of the first topics of discussion was the opening night welcome reception. Someone [actually in the interest of 'truth in journalism' I must confess that it was me] said casually, "When I hear the word 'reception,' I immediately think of an open bar and a loud band." From that off-hand remark, the "Spinal Tappets" was created.

The idea of a live band quickly began to gain traction among the committee members, but budgetary constraints were immediately raised by Ann Buja, the chairwoman of the event. She liked the idea of live entertainment, but declared that the search for a band should be limited exclusively to those groups that

would be very modest in their financial requirements, i.e. cheap. Committee member, Dave Kayson, then suggested that we place an ad in the club newsletter seeking musicians from within the membership of the club. We already knew that at least two or three club members played instruments, including Kayson himself who was an accomplished drummer and had played in various garage bands for years. Thus the "talent search" was immediately narrowed down to a guitar picker or two, a bass player and maybe a keyboard man. Within a few days of the newsletter mailing, a new member of ISOA called Dave to say that he played guitar and would be happy to help out even though he had yet to attend a meeting or meet any of the members. Dave also received a phone call from some other members who agreed to join the, as yet named, band. Dave already knew that one of the respondents was an exceptionally skilled guitar player, and that the other also played drums, thus giving the band a surplus of percussionists. What he didn't realize was that the other drummer was also an accomplished keyboard player. The final pieces of the musical puzzle were added when members, who played bass and harmonica, expressed an interest in becoming part of the band. In effect, the makeup of the group, now consisting of six members, was complete. They got together for the first time in Dave's basement in the summer of 2004 to meet one another and rehearse a few rock standards.

I happened to be there primarily because I was concerned that the talent level of the band members would be such that it might be necessary to conceal any musical shortcomings with some parody lyrics. Dave and I had played in a couple of parody bands at a school variety show, and we had discovered that if people were laughing at a line from a song, they tended to ignore a couple of missed notes. As a result, I thought that if people were chuckling at the lyrics, they might not notice that the music was off key or that the bandmates were not in synch.

From the opening bar of the first song, I knew there was nothing to fear about the group's musicianship, and it was abundantly clear that this group would not need any lyrical gimmicks to entertain the attendees at the convention. I also quietly put my own guitar back in its case, since I knew there was no way I could keep up with these guys.

Mike Konopka [TR6], lead guitarist, was an audio engineer, who had recorded numerous Rock and Roll Hall of Famers, including the Rolling Stones, The Kinks, and Tom Petty and the Heartbreakers. He was known among most members of ISOA as a guitar virtuoso, and his presence provided a dimension of professionalism to the group that immediately lifted the level from generic garage band to real rockers. Jim Aldridge [TR6, Spitfire], the new member who was the first to respond to the newsletter, also proved to be an excellent guitar player and was an accomplished vocalist to boot. Peter Conover [TR6] was the musical librarian for the Chicago Symphony Orchestra, and he had played bass since high school, along with several other instruments and he could also sing. Dan Swanson [Spitfire], the other drummer, also played the keyboards and, and Mark Fisher [GT6, Spitfire] was a gifted blues harmonica player. These musicians, along with Kayson [TR6, TR250, TR4, TR3] rounded out the lineup. Mike Blonder [TR4, TR250] had engineered many local garage bands and offered to help with the mixing board. All that was needed was a name. Since I had originally thought that the group would be a parody band, I offhandedly suggested that it might be something along the line of "Spinal Tap" with a car theme, and I threw out "Spinal Tappets" as a possibility and the name stuck. Thus was born the world's first, and to the best of my knowledge, only all Triumph-owning, parody band.

At the first rehearsal, the band jammed to numerous rock standards. For laughs, I suggested a couple of the tunes I had penned which parodied pop songs, but had a common theme familiar

to many Triumph owners - breakdowns. I had just suffered a transmission failure on my way back from the 2004 VTR in Richmond and had written a take off on R.E.M.s "Losing my Religion" entitled "Losing my Transmission" and the guys had some fun with it. We also fooled around with a knock off of "Smoke on the Water" which we called "Smoke From the Dashboard" that told the story of one of our club members who had a breakdown on the way to the convention in Red Wings a couple of years earlier. After that, the floodgates were open and soon most of the guys in the group were throwing out lines from songs with a twist on Triumph misfortunes and before long, we had an entire set list of parody titles.

The band got together a few more times to rehearse and we tweaked the lyrics and added more titles than we could possibly play in the two hour set that was allocated for the welcome reception. Mike even arranged for the band to make a CD ["Time for Triumphs" – the theme of the convention held at the Clocktower Inn in Rockford, IL] at a recording studio, and all of the attendees at the convention received a copy of the disc in their goody bag. However, since not too many Triumphs have CD players, relatively few of the conventioners had actually heard the band before the welcome party.

The night of the reception was rainy, and the host hotel had erected a large tent for the occasion. The attendees had no alternative but to huddle inside for protection from the elements, and to have access to the free beer. The combination of having the spectators virtually trapped and well-hydrated with alcohol provided the band with an ideal audience. Even though each of the members of the band had played before live audiences for years, there was still a bit of the stage fright that goes with an opening gig, and all of us were slightly apprehensive about playing together in public for the first time. Although I thought that some of the lyrics were amusing, and I knew the musicianship was excellent, I was still nervous. That all ended with the first song. Before the initial tune ended, an impromptu conga line spontaneously formed, and the conventioners were dancing around the bandstand. The

laughter at some points was so loud that some of the following lyrics were drowned out. I overheard one of the participants standing near me say to his companion "Those guys are way too good to be just a random bunch of club members; they must be pros that ISOA hired." I didn't have the heart to tell him that each band member owned, or had owned, a Triumph and was an active member of the club.

Word of the band spread following the convention and the Tappets were asked to play at car shows in the Chicagoland area, including the British Car Union Festival which attracts nearly 500 British cars each fall. The band was asked to entertain at the 2008 VTR convention in Ypsilanti and they recorded a follow up CD ["Tappetstry"] with all new material that was given to those in attendance. In the summer of 2009 the Tappets played at the TTA Stag reception held in honor of John Macartney's stop in Illinois and the band was captured on YouTube.

The band was commissioned to produce its 3rd CD featuring several all-new songs for the 2010 VTR at Jekyll Island. "The Joshua Three" was released in the fall of 2010 has been atop the charts of the "Triumph Parody" charts since its debut.

Currently the catalogue of material in the Spinal Tappets anthology consists of more than eighty parody songs written by various ISOA members

as well as the members of the band. In fact, I occasionally receive unsolicited lyrics from the Triumph email list from perfect strangers asking that the band consider recording a song written by the sender. However, after over five years of doing parody lyrics some of the gags are starting to become a bit predictable, and the band is considering branching into original material. Nevertheless, the group continues to jam together on a regular basis doing standard rock covers for fun.

When I look back to that first ever gig in Rockford back '05, I can't help but recall a very prim and proper matriarch telling her companion during a break between sets, "I suppose the musicians are all right, but they are much too loud. And whoever wrote those dreadful lyrics must be a very disturbed person." It was then that I realized that we had nailed it, and to add a little icing to the cake, we came cheap!

Footnote: To hear download MP3s of music recorded by the Tappets, click on <http://snic-braaapp.org/> and follow the links to Spinal Tappets. You can also go to youtube.com and enter Spinal Tappets to see and hear a live performance of ten songs performed at the ISOA Picnic held in the summer of 2009 in honor of John Macartney's visit stop in northern Illinois.



In our previous issue, Irv "Elwood" Korey wrote about his trip to the 2010 VTR Convention held at Jekyll Island, Georgia. Here is the conclusion.



Monday was self-guided tour day. Instead of the provided tour, the Billimacks, Hursts, Gleasons, Koreys, and Pat decided to conduct their own tour and drove up to Savannah for the day. It was about a 90 minute drive. We took a guided tour of Savannah and were able to get off of the tour bus and walk around a bit. We chose to do so and were able to walk around the harbor area and have lunch there. After a while, we hopped back on the bus and completed the tour, then we drove back to Jekyll Island. Monday evening was the welcome party in the courtyard of one of the host hotel buildings. The food was actually on the higher end for one of these, and even after the ISOA contingent chowed down, there was still some left for the other attendees. Afterwards, most of us congregated at the Hampton Inn, where a bunch of us were staying. They had a gas fired fire pit next to the pool. We hung out there until about 11 when the bar closed, and they turned off the fire.

Tuesday was rally day, but I had received an SOS from friend Marty Sukey prior to the Convention, asking for help with the autocross tech inspection. I had 2 stints helping out, plus I attended a tech session on TR6 frames hosted by the RATCO frame guys. Tuesday night was the

restaurant cruise followed by the ice-cream run. The restaurants were on the neighboring Saint Simons Island. The restaurant we picked out was quite good. They didn't have a table large enough for all of us, so we split up into 2 groups. Afterwards, it was a short drive to the ice cream place. We got there just in time, as we were standing outside eating our ice cream, when the workers locked the place up and went home. Then, it was back to Jekyll.



Wednesday started off early with the panoramic photo, followed by the car show. After the photo was taken, the cars were moved to the show field. The show field was a wooded area with nice shade. In the center of the show field was the last TR6 ever made. This car belongs to Bob Tullius, who won many National Championships racing Triumphs. Triumph awarded the last TR6 to Tullius to thank him for their many successful years together. The odo

currently shows about 900 miles.

Wednesday afternoon was the LeMans start competition. Held on the runway of the Jekyll Island Airport, this consisted of parking your car in a designated spot, then walking over to the starting line, then running to your car, buckling the seat belt, starting the car, and driving it to the designated stopping point. The fastest time wins. The clock was started when the entrant crossed a beam while running to his car, and another when he drove across the finish. I had received an SOS from Ronnie Babbitt about 6 weeks before the convention and had agreed to staff for this event. Thanks to Jay, Jack, and Jack, the event went off smoothly. None of us were surprised when the youngest entrant won this event.



While part of the runway was being used for the LeMans start competition, a much larger section of runway as well as some of the taxiway was being set up for the autocross. Thursday found many of us back at the airport for the autocross. It was evident that the course was quite challenging, as there were several spins. One of those spins turned into the scariest experience I have ever had at a VTR. The French Blue Vitesse of Cecil Wise spun. As the car spun, it slid off of the runway onto the grass, the leading pair of tires caught in the grass. The car rolled over and was laying flat on its dash and door tops. I was certain that Cecil was killed or badly injured, but

fortunately, neither was the case, and he escaped with a sore neck. He was checked out later by a doctor and was found to be fine. After that drama, the autocross resumed without further incident.

Thursday evening was the awards dinner, and as we arrived at our tables, we were greeted by the sight of giant slices of chocolate cake at each place setting. Many at our table subscribe to the "life is short, eat dessert first" doctrine, so most of the slices at our table were sampled before dinner was served. The emcee for the evening was Bill Warner. I don't know where Bill gets his money, but over the years he has spent some of it wisely and owns the Group 44 TR6 that was also once owned and raced to a National Championship by Paul Newman. He also has one of the Group 44 TR8's,



a race car that was so much faster than its competition that the SCCA immediately penalized it by requiring an additional 400# of ballast. Bill also is one of the ramrods of the Amelia Island Concours de Elegance. We were also treated to Mike Cook as our keynote speaker. Mike worked for Triumph back in the day, owns a Spitfire today, and produces the stellar VTR magazine. He's a delightful guy who has lots of stories to tell and knows how to tell them. He told us about working with Bob Tullius and Group 44. Bob, as well as his chief mechanic, Lanky Fouchee, was also in attendance, with Bob handing out some of the awards. And on the subject of awards, Jay scored the VTR Preservation Award, especially

impressive since Jay drives his TR4 the way it was designed to be driven. John's Stag won his concours class as well as his autocross class. Another VTR Convention had come and gone, and it was time to head for home.



Five cars left for the Chicago area on Friday morning. Jay had left earlier, not being able to cope with the (s-l-o-w) pace of the caravan, while the Hursts were going to travel more before they went home. We got off to a slow start. In the first 200 miles, we stopped 3 times, and I could understand why Jay decided to go off on his own. After that, we did a little better and drove about 470 total to Dandridge, TN. We went into "downtown" Dandridge to a bbq place. Unfortunately for us, we were a little on the late side, and they were out of a lot of stuff. But what we had was pretty good.

Some of us wanted to get home Saturday, and some wanted to drive at a more leisurely pace, so the Koltons, Koreys and Pat took off, leaving the Billmacks and Gleasons to meander. We had smooth sailing, drove about 600 miles and only made 2 stops along the way, and Vickie and I pulled into our driveway about 5 PM. We ran into our first rain in over a week in central Indiana, but it was brief and light and didn't affect travel at all. We got into Illinois, and it was immediately noticeable to Vickie and I that the pavement on 294 was the worst we had experienced on the entire trip. The leisurely group made it to Indianapolis and spent the night

and came home on Sunday.

Next year, the VTR Convention will be held in Breckenridge, CO. We hope you can make it.



Some additional notes:

- Try as he might, and he tried several times, Pat Lobdell could not find anyone who could make a mint julep for him.
- I only saw one other British sports car on the entire trip, an Austin Healey on a trailer.
- Traditional ISOA parking lot patrol was pretty much impossible at this Convention. The cars were too scattered into too many unlit lots for a proper "patrol."
- When VTR was in Minnesota, we were told that the state bird is the mosquito. In Georgia, they don't have big mosquitoes. They may not have any mosquitoes at all, but they do have aggressive little bitey things the locals call "no see ums", really tiny black bugs with clear wings. You literally don't see them you feel them. You just can't kill them fast enough. Repellant didn't work that well either. Long pants helped.



Elwood

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 29th, 2011

(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

Mercifully brief awards presentation

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

The cost for the Bash is only \$30.00 per person. You may also pay your 2010 dues with the same check.
[EG - one chicken dinner @\$30.00, one beef dinner @\$30.00, next year's dues @\$35.00 = \$95.00. 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 _____



Feb. 27th
Du Page County Fairgrounds



Dues for 2010 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.



August 22nd - August 25th 2011



Illinois Sports Owners Association
2011 Calendar

2011 ISOA Calendars Last Call!

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.

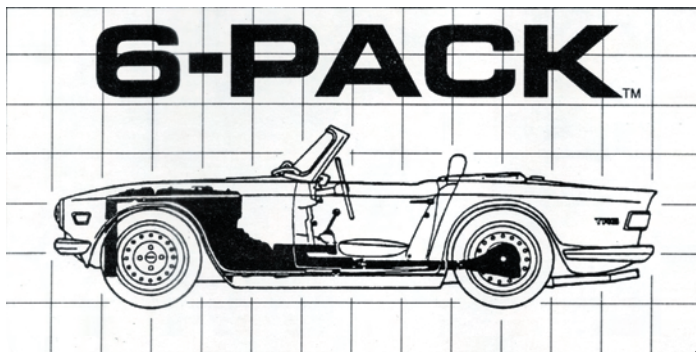
Lone Wolf Package: 1 for \$8 Home/Office
Package: 2 for \$15 Gift Package: 3 for \$21

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.



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



TRials
September 22nd - 25th 2011, Galena, IL.



Dear Editor,

As an infrequent flyer and Triumph owner, I was very disconcerted when I heard a fellow traveler tell a TSA examiner to, "Keep your hands off my junk!" I can only assume that the inspector was apparently touching some of the Triumph parts in his carry-on luggage inappropriately. What can we do prevent this type of violation of our precious Triumph spares at the hands of these insensitive bureaucrats?

T. Bagger

Dear Tea,

While we suspect that the other passenger was unhappy over the "handling" of his private parts, we can only assume that the items in question were organic rather than Triumphant. The 2010 Federal Junk Handler's Manual as published by the Transportation Safety Authority, specifically exempts "...all Triumph-related ephemera from gratuitous federal scrutiny." We suspect that the TSA is only too happy to see as many Triumph parts, particularly the ones bearing the Lucas brand, to be accessible by airline personnel in the event

of an airborne electrical malfunction. By having such items on hand, qualified staff can make emergency repairs "on the fly" and know that they have used the finest electrical components known to man.

Ed

Dear Editor,

Ya'll prob'ly heard that we done banned that there Mooslem Sharia law here in Oklahoma, I reckon that now that we ain't got to worry 'bout them Mooslems a takin' over our legal system, we ought figure out a way to ban Satan, too. I reckon that since you an' yer flat cap, stringback glove, sissy type furren' car types are disciples of Lucas, the Prince o' Darkness, we're a gonna need to outlaw you and your kind from our great state. We're a-puttin' ya'll on notice: don't even think a'bout drivin' any o' them devil cars here, or we'll send you packin' Big Skeeter Norman OK

Dear Mr. Skeeter,

Thanks for the warning. While we suspect that most Coventry Irregulars would gladly prefer to avoid travel to a region best known for "wind sweepin' down the plain," we will pass along your warning, lest any of our members inadvertently wander past your border guards. It does give us pause, now

that Sharia has been outlawed, how do you plan to punish blasphemers and adulterers? Since stoning is now prohibited, does your Draconian state code provide for the public beheadings to be carried out by broadsword, or have you upgraded to the guillotine?

Editor,

Now that we got these neat scanners here at TSA, we figured you and your readers would get a kick out of some neat "up skirt" shots



we took of some foxy ladies going through security. Enjoy.



Dear Contributor,

While we appreciate the female form, particularly in the "clothing optional" category, we suspect that these images are totally inappropriate for our "family friendly" readership. However, our commitment to print all submissions require us to publish these, distasteful though they may be to some of our more "gentle" readers.

Ed



**2011 ISOA
BOARD OF DIRECTORS**

**2010 OFFICERS WILL BE DETERMINED
AT THE JAN. BOARD MEETING**

Jack "Spuds" Billimack*
815/459-4721
jbillimack@comcast.net.

Tim "Tool Man" Buja*
815/332-3119
thebujas@comcast.net

Peter "Maestro" Conover
708/383-9160
peter.conover@comcast.net

Jay "Cannonball" Holekamp
630/653-0610
jholekamp@sbcglobal.net

Roman "Jr." Hrynewycz
708/456-4327
rah_63@comcast.net

Kim "Wacker Drive" Jensen
815/729-9731
KimandBill76@sbcglobal.net

Ilrv "Elwood" Korey*
847/831-2809
emanteno@comcast.net

Joe "Stagmeister" Pawlak*
847/683-4184
stagfire6573@foxvalley.net

Bob "Suds" Streepy*
630/372-7565
trstreepp@sbcglobal.net

Chuck "Guv'nr" Montague
Club Archivist**
708/531-0760
cem2@comcast.net

Mike "Hands" Blonder* &
Terri "Whistler" Underhill
BCU Reps**

Mike Johnson*
Dept. of Revenue Documentarian**
scooter5559@comcast.net

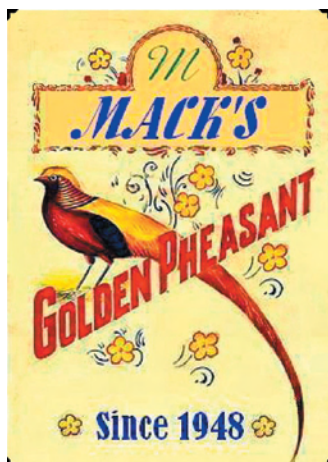
*past president

**ex officio volunteer position

*

DECEMBER MEETING NOTES

BY ROMAN "JR." HRYNEWYCZ
ISOA SECRETARY



LAME DUCK PRESIDENT BOB STREEPY called the December monthly ISOA meeting to order at 7:15 PM. As usual, the meeting took place in the lovely banquet hall of Mack's Golden Pheasant in picturesque Elmhurst, Illinois. This being the last meeting of 2010 also meant that it was election night and most likely was Bob's last night swinging the gavel as president. Roughly 50 members of the club braved the frigid temperatures to cast their ballots for the selection of the 2011 Board of Directors. Before Bob proceeded with the planned agenda, he asked Mark Fisher to give a brief account of the evening's carting event. About a dozen ISOA wannabe racers gathered in Melrose Park to test their skills against one another before the meeting. A good time was had by most, but a mishap did cause an injury or two amongst the racers. [See cover story]

With that out of the way, Bob continued with the scheduled topics. Since there were no new members or guests in attendance, Bob introduced the outgoing board members and then asked club quartermaster Bill Jensen to highlight the club regalia for sale. Next, he asked if anyone had recently added to his/her Triumph collection. The only member

to come forward was Dave Kayson, who had just purchased a '60 TR3A with overdrive and spats. Next, Bob went on to give a brief synopsis of the board meeting that was held before the general meeting. He then asked the crowd for any project updates. Murray Bruskin said that the restoration of his Sunbeam Alpine would be complete by the middle of December. Dennis Delap is rebuilding the frame of his TR4, since he can't get to Texas to pick up the replacement he found. Though not a project update, Tim Buja said he spoke with Joe Pawlak who wanted everyone to know that he managed to break all three of his Triumphs on the same day. Ouch!

Jack Billimack then took the microphone for his usual segment on all of the wonderful events that are planned for the future. The next order of business was the crucial balloting for the members of the 2011 Board of Directors. After a short break, Bob announced the results of the election which can be found on page 12. The offices will be determined at the January board meeting. New board member, Peter Conover, was selected to pick the winning raffle ticket. Greg Reinert had the lucky number and picked a selection of the finest imported auto related items available for under 5 bucks.

The next topic was the monthly awards. First up were nominations for the Peter M. Roberts award, which is given to the most humanitarian act of the preceding month. First to offer a candidate was Pat Morgan who named Tim Mantel and Dennis Hill for rendering aid and driving Peter Schoppely to the hospital after his crash at the carting event. Second, Bill Kolton named his brother, John, for driving him to Virginia to inspect a TR6 that Bill had expressed an interest in buying. Last, Lorrie-Ann Fisher nominated her husband Mark for performing much needed maintenance work to her daily driver. The assembly selected Tim Mantel and

Dennis Hill for their selflessness in assisting Peter.

The last item for the night was the selection of the Boomer award winner of the month. Mark Fisher began the nominations by naming himself for nearly destroying his Lotus replica while taking it out for a test run. Mark stated that the car was running great, and he decided to add some throttle while rounding the turn on to the street leading to his shop. When he did this, the back end swapped position with the front and sent him through a ditch doing considerable damage to the suspension and frame. Fortunately, the car did not roll, and Mark was only shaken up and not injured. Ed Krakowiak then named himself for damaging the Boomer award while attaching his event memorial to it. Lastly Jack Billimack nominated Bill Kolton for buying a rust laden TR6 in Detroit, but not mentioning it during the appropriate time in the meeting. For attempting to keep his latest purchase a secret, Bill Kolton was awarded the bent wheel of shame.

Since no one brought up any new business, Bob adjourned the meeting at 8:35.

This brings to a close another fun packed year for ISOA. Since this may be my last column as secretary, I would like to say that it was an honor fulfilling the duties of this office for the last two years. I hope to see everyone next year!



Roamin'



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

•**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]

•**Parts Wanted:** 2 TR4 60 spoke wire wheels, 1 useable TR6 wire wheel, TR4 gas tank. Dennis DeLap yellow-green@sbcglobal.net [01/11]



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

John O'Lear 1/03
Dave Lushin 1/04
Denise Gobberg 1/06
Bonnie Bulfer 1/06
Josephine Barrett 1/07
Dennis Hostetler 1/08

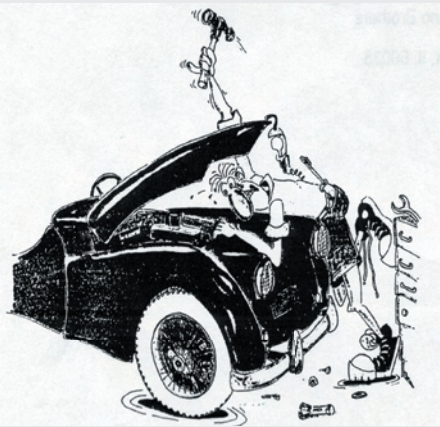
Jeff Rust 1/08
Kathy Pawlak 1/11
Mike Konopka 1/18
Dennis Hill 1/22
Rick Paulsen 1/23

of ISOA memberships - 181 -
of ISOA members - 255

NEW MEMBER

Matt Harkis
17262 Honora Dr., Plainfield, IL 60586-8006
H: 815 693-5607 EMail: m.harkis@comcast.net
73 TR6

ISOA TECHNICAL ExSPURTS



TR2 Al "Chromedome" Christopher
773/233-2526

TR3 Bill "Whizmo" Pyle
630/773-4806

TR4 Pat "PowerBuldge" Lobdell
219/942-1263

TR4A/
250/5A

TR6
(Early)

TR6
(Late)

TR7

TR8

Spitfire -
[Early]

Spitfire -
[Late]

GT6

Steve "Godfather" Yott
262/997-0701

Jeff "Stalker" Rust
815/874-5623

Irv "Elwood" Korey
847/831 2809

Phil "Factor" Fox
630/662-7721

Tim "Tool Man" Buja
815/332-3119

Joe "Stagmeister" Pawlak
847/683-9683

Bill "Mr. Bill" Jensen
815/729-9731

Dave "Snake" Shedor
847 566 0478.

Stag Joe "Stagmeister" Pawlak
847/683-9683

Herald Jack "Spuds" Billimack
815/459-4721

Machinist Bob "Opera Man" Crowley
630/319-7343

Electrical, Joe "Stagmeister" Pawlak
Paint, Body, 847/683-9683





ISOA ON THE WORLD WIDE WEB

You can always get the latest news directly from the ISOA web site: <http://www.snac-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.

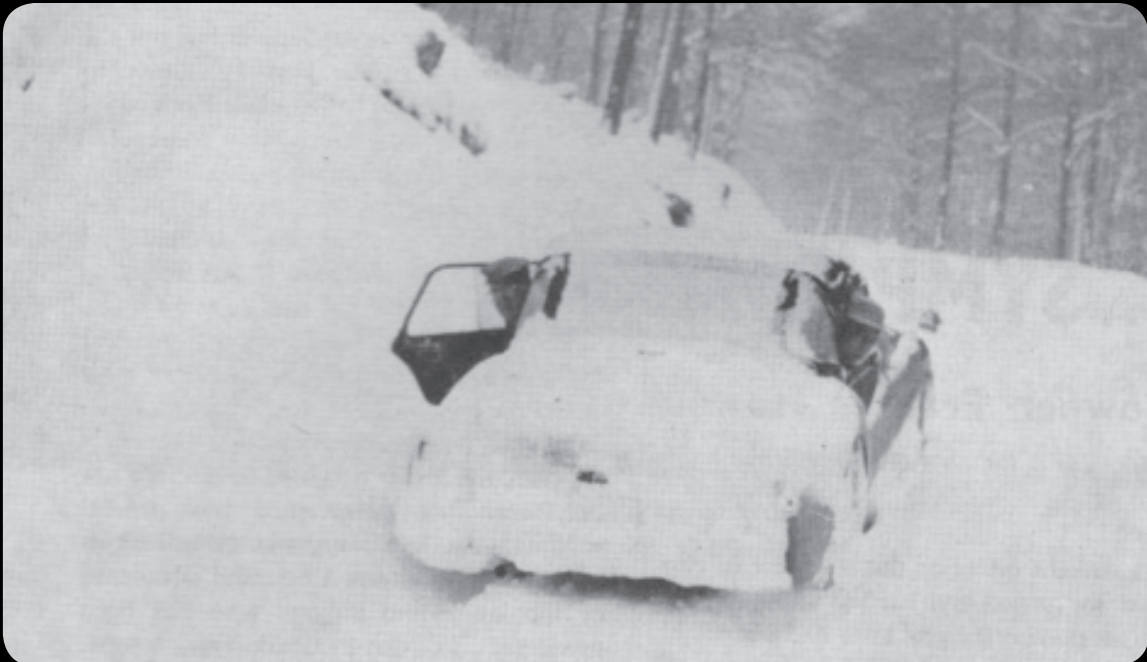
ONLINE ROSTER ACCESS INFO

Snic

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

Braaapp

THE REAR VIEW MIRROR



THINK SPRING!

JANUARY 2011