



SNIC

BRAAAPP

DECEMBER 2011

Vol. XII Issue No. 486

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

ISOA HALLOWEEN SPOOKTACULAR

TEXT BY BOB "SUDS" STREEPY GRAPHICS BY JACK BILLIMACK, DENISE ALLGAIER, AND TERRY UNDERHILL



ROUGHLY 40 COVENTRY Irregulars donned their Halloween finery and masqueraded as various ghosts, goblins, zombies, and hippies at the 2011 Halloween Spooktacular hosted by Mike and Trish Konopka on Saturday, October 29th. The "witching hour" began around 7:30 and our gracious hosts provided copious tasty treats as well as beverages to satiate the appetites of the partygoers. The festivities began with the group forming teams to answer a devilish questionnaire prepared by Trish on various horror film trivia along with a few ghostly characters from ISOA lore.

Around nine a magician "appeared," and entertained the group with various sleight of hand illusions and other prestodiginarious feats. The group was awestruck by his expertise as a performer and gave him a hearty round of applause after he finished his act. Shortly after, Mike and Trish provided the answers to the trivia questions and awarded prizes for "the Best in Show" costume as judged by the participants themselves. The runaway

winner was Dan Swanson who appeared as Miles Monroe from *Sleeper*. Other vote getters included the Hattenhauers dressed as Killer Bs and Jack Billimack who came as the famous "TR Man" character from a UK comic series of yesteryear.

Following the awards presentation, your humble and obedient scribe, with ethereal background music performed by Mike Konopka and Dan Swanson, attempted to amuse the crowd by mumbling a couple of spooky readings, in keeping with the party's theme.

The crowd began to thin around 11:00, but not before spending a most pleasant and enjoyable evening as guests of Mike and Trish. Our collective thanks to them for all of their hard work in pulling off such a great "Spooktacular."



Additional "Spooktacular" graphics on page 2

INSIDE YOUR DECEMBER SNIC BRAAAPP

- Winter Storage Tips
- Sir Bentley's Holiday Gift Guide
- Reader Con "TR" ibutions
- Autobahn 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

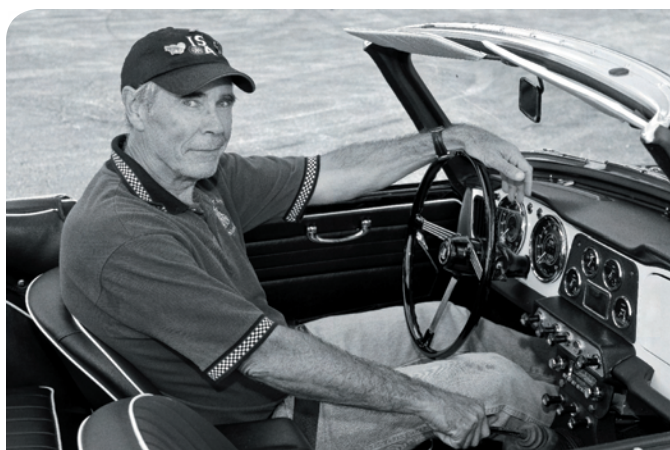
Month	Date	Day	Time	Event
DEC.	4TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	4TH	SUN.	3:00 PM	2011 ISOA GO KART CHALLENGE III
JAN.	1ST	SUN.	10:00 AM	OUTER DRIVE HERO'S RALLEY, NORTHERLY ISLAND
	8TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] [NOT THE FIRST SUNDAY]
	TBA	SAT.	8:00 AM	CLINIC TBA
	21ST	SAT.	6:00 PM	BIG BASH, DESPLAINES ELKS CLUB,
FEB.	11TH	SAT.	8:00 AM	HUB CLINIC PART 1 - YOTT'S 412 CARLA CT., SILVER LAKE, WI
	12TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] [NOT THE FIRST SUNDAY]
	11TH	SAT.	8:00 AM	HUB CLINIC PART 2 - YOTT'S 412 CARLA CT., SILVER LAKE, WI
	26TH	SUN.	8:00 AM	SWAP MEET - DUPAGE COUNTY FAIRGROUNDS, 2015 MANCHESTER RD, WHEATON IL
MAR.	4TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	17TH	SAT.		CHILI PARTY
	TBA	SAT.		CLINIC
APR.	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA	SAT.		CLINIC
	31ST	SAT.		HOUSE ON THE ROCK TOUR

SNIC BRAAAPP® is the monthly newsletter of the Illinois Sports Owners Association, an organization dedicated to the preservation and enjoyment of Triumph Sports Cars. Pictures, descriptions or accounts from this publication may not be reproduced without written permission. Member submissions are welcome, but the editor reserves the right to modify content to fit the space available. Contributions received after the 10th of the month may not appear until the following issue. Technical material is provided for reference purposes only and should be utilized advisedly. 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. Questions, comments, concerns, or great thoughts should be directed to:

Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 e-mail: trstreep@sbcglobal.net

Contributors: Jack Billimack, Mike Blonder Peter Conover, and Roman Hrynewycz

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A LITTLE BS FROM BS

NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE

WE PASSED A MILESTONE nearly as excruciating as passing a stone of the kidney variety, when we realized that we have been in possession of our Illinois Motor Vehicle Operator's license for half a century. At various times our license has granted us the privilege of driving not just cars, but also motorcycles and even commercial vehicles.

Still, it doesn't seem possible that fifty years have elapsed since I took my Washington blue 1936 Ford Tudor to the driver's license facility on Kilbourn Ave. in Rockford on my sixteenth birthday. I had been counting down to that historic day for as long as I could remember. Imagine my trepidation when I found out that I had drawn Officer Testone, whose reputation for failing first timers at an alarming rate was legendary among the juniors at Rockford West High School. Nevertheless, after 15 of the longest minutes in my brief life, I was presented with the document that symbolized my entry into semi-adulthood.

Over the next five decades, I would drive dozens of vehicles, wreck a couple, and receive an occasional ticket or two. While each of the accidents I was involved in was traumatic, one stands out above the others. In the summer of 1964, I was driving a buddy's brand new Mustang

convertible when we were sideswiped by a farm truck on a narrow bridge near Rockton, IL. The corner of right front side of the bed had actually hit the bridge, causing the left rear side to crash through the windshield of the Pony car. The impact sheared off the A-post and tore the top from the body. Somehow I was able to duck under the bed of the truck as it whizzed over my head while I crouched down under the steering wheel. Since that fateful evening, I have always had the feeling that I was getting by on borrowed time. Nevertheless, in all the miles that I have logged, that incident still gives me a chill as I reflect on what easily could have been.

Maybe that's why I look upon driving, especially my TRs, as such blessing. After all these years, there are few simple pleasures that I enjoy more than cruising top down along a rural two lane blacktop on a nice day. Unfortunately, since we're about to turn the calendar to December, it looks as if we might have to delay such gratification for a while, but as my close, personal friend Lin Brehmer frequently reminds me, it's great to be alive. Like the others before it, this winter, too, shall pass. In the meantime, it's a good time

to lay out those winter projects and make plans to get ready for the 2012 driving season.

Ed Note: This issue marks the beginning of our 8th year as steward 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 due to those club members who are willing to help by providing interesting material. This fact was apparently not lost on the newsletter judges from Old Cars Weekly, who bestowed a Golden Quill upon SNIC BRAAAPP - the 5th consecutive such honor and the only one given to a local Triumph club newsletter.

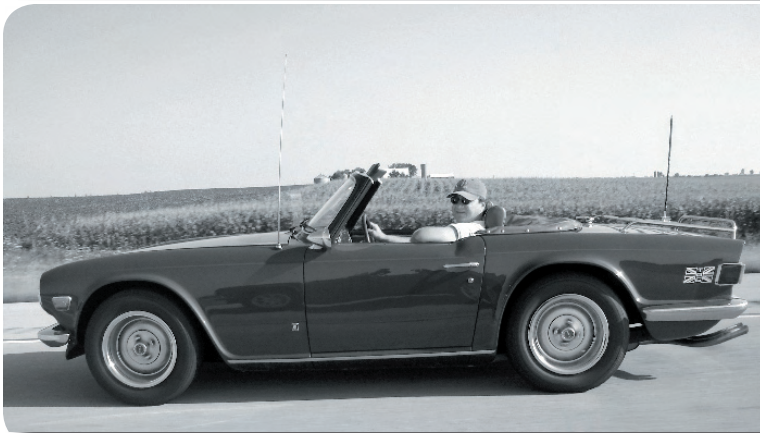


Season's Greetings to you all and don't forget that if you are in a quandary as to what get old Uncle Suds for Christmas, a paragraph or two and a couple of medium res. photos never go out of style.

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



ROAMIN' WITH ROMAN
BY ISOA PRESIDENT
ROMAN HRYNEWYCZ

I hope everyone enjoyed their Thanksgiving feast and that your holiday was most memorable. Now that winter is fast approaching, ISOA moves into a very important time of the year for the club. You may be thinking, "What can Jr. be talking about? It's winter, and we don't drive our beloved Triumphs in the cold and the snow (unless forced to), and many of our cars are perfect and do not need to have any major work during this down time." I am referring to the annual election for the ISOA Board of Directors. This is the time of the year when everyone in the club gets to choose the direction of the club. If you only attend one meeting a year, this should be the meeting. Even though our meetings are held near Chicago, where the motto is, "vote early, vote often," and even the dead can vote. For the election of

the Board of Directors of ISOA, everyone is entitled to only one vote, and voters need to be present to cast a ballot.

On behalf of the club, I would like to

extend my congratulations to Joe Pawlak and the rest of the crew who contributed to the restoration of "Uncle Jack." It seems that the story behind the TTA Stag project and the PTSD charities it sought to assist has not finished even 2 years after the drive was completed. At the November meeting, Joe retold a story from John Macartney about how the money from the charity drive saved one of the recipients from having to close their doors forever and allowed them to bridge the gap to further funding. Without the TTA contributions, many people who suffer from PTSD would not have been able to gain assistance. The tale of John's odyssey and his own personal fight with Post Traumatic Stress Disorder is chronicled in the newly released book, **Turn Left at the Pacific!** Normally I would not want to use this space to advertise any product or recommend you buy anything not directly club related, but this is an

exception. ISOA was involved in this effort very early on and contributed greatly its success Joe Pawlak was at the forefront as the lead restorer of the Stag and now he has been called on once again to help this cause, but now as the publisher of this book. If you would like to own a memento of this historic drive. consider ordering you own copy of this book. I have it on good authority that at this time, Red River Triumphs has purchased more copies than ISOA. So let's show some support and move some books!

To continue with the theme of crass commercialization of this column, Christmas, Hanukah and New Years are fast approaching. The December meeting is your last chance to buy all of your essential ISOA gift gear. I am sure that Mr. Bill will once again dutifully bring all of the best swag that ISOA has to offer. Your significant other will be thrilled to be wearing a new sweatshirt emblazoned with the iconic ISOA logo while sitting by a roaring fireplace, sipping hot chocolate. So after you cast your vote, be sure to see Mr. Bill and buy some gifts for the entire family.

I hope to see all of you at the next meeting, and I wish everyone a Merry Christmas and a Happy New Year!

Jr.





With Old Man Winter bearing down on us here in the Heartland, the good folks at Moss Motors have sent us some tips for properly storing our Triumphs for the impending "Non-Triumph" months. Our thanks to Dave Stuursma of Moss for providing these helpful hints. ED

Putting Your Car Into Storage

YOU CAN'T REALLY TALK ABOUT BRINGING a car out of storage without talking about how to put it up for an extended period. The process of bringing a car out of storage will depend to some extent on how long the car has been idle. It is obvious that a car that has been sitting in a barn for 30 years will need more than a car that has been up on blocks for 6 months. It is perhaps less obvious that much depends on how the car was put away.

If you're covering the vehicle, use a car cover that will allow moisture to escape. Any plastic or other waterproof material will trap moisture on the paintwork. If you are storing the vehicle outside, be advised that no car covers exist that will replace a garage. Cars stored outside also become a haven for all kinds of creatures, most of whom will be lousy tenants. Make a list of the steps taken to ready the car for storage, and leave it in the car. Not a bad idea to include your notes for "bringing it back to life." That way, you won't be searching high and low for the information when that time comes.

TUNE UP

Why on earth would you tune a car that is not going to be driven? The purpose here is to stop the guessing games that come next time you try to start the car. If everything is in good working order when you stop driving the car, sorting out a problem next season will be easy because you know the basics were in good order.

BATTERY

Disconnect the battery, and remove it from the car. Inspect the area where the battery lives. Clean the area carefully with a solution of baking soda and water (2 tablespoons in 2 pints of water) to neutralize any battery acid. Rinse it well. Dry the area completely with a hair dryer. Take care of any rust you discover. Back to the battery. Clean the battery case and terminals with the baking soda solution. Find a place that will remain cool (but not freeze) and dry.

If you have a non-sealed battery, top up the electrolyte level with distilled water if needed. Do not overfill. Use a battery maintenance device (like the 386-245) to keep the battery(s) fully charged. These are essentially small battery chargers (about the size of a paperback book) that plug into a normal 110V outlet. If the battery voltage drops one volt, it will come on and stay on until the battery is fully charged again. The alternative would be to hook the battery up to a "regular" battery charger once or twice a month for an overnight charge at 4 amps. Either way, keeping the battery fully charged will prevent sulfation, which can render a battery useless in a matter of months, and it will eliminate the possibility of the battery freezing, which would also ruin the battery.

BRAKES

Release the handbrake and chock the wheels. Brake shoes can become firmly rusted to the drums in a matter of months. If you are using glycol based brake fluid, be aware of the incredible ability it has to absorb moisture out of the air. Glycol based brake fluid should be completely replaced every 18 to 24 months. If the fluid has been in the car for over a year, drain and refill with fresh fluid before you put the car in storage. (For a comprehensive article on brake fluid, click here.)

COOLING SYSTEM

The coolant should be no more than 30% to 50% antifreeze. Pure water transfers heat much better than any antifreeze/water mix, but antifreeze raises the boiling point and, as the name implies, prevents the coolant from freezing. The protection provided is dependant on the age of the coolant; as it ages, it becomes less effective. If the coolant is over 1 year old, drain and refill the system using a name brand antifreeze designed for use in older cars. (Some modern anti-freeze formulations designed for aluminum engines or radiators adversely affect old British engines.)

BODY & PAINT

Carefully remove accumulated road grit and dirt from the nooks and

crannies in the fender wells. Left alone, rust and corrosion will be the inevitable result. Wash the car thoroughly, including the underside of the car. Dry the car completely. Use a top quality automotive wax and apply it to all the painted and chrome surfaces, polishing with a soft clean cloth. The wax is essential to keeping moisture away from the chrome and the bodywork. Use wax on the chrome trim, not a "chrome polish." Most commercial chrome polish has some abrasive elements and they are to be avoided. Minute scratches in the chrome are where rust and corrosion attack first.

OIL & LUBRICATION

Oil has an effective life, and even if a car is not driven it will deteriorate over time. Perform a complete oil change with a new filter. Drive the car for at least 30 minutes on a dry day to drive off any moisture that has collected in the crankcase before putting it up for the season. We recommend oils that are formulated for classic cars that are idle for long periods. These special oils will coat and protect the internal surfaces of the engine better than modern oils. For an article on oil and classic cars, see this tech article.

Lubricate the suspension in accordance with the factory workshop manual.

UPHOLSTERY & INTERIOR TRIM

Clean the interior thoroughly. If any of the carpets or padding are damp, take them out and dry them. Treat all leather with Connolly Hide food or AutoGlym Leather Care Cream. Vinyl trim can be treated with AutoGlym Vinyl & Rubber Cream. Put the top up and give it a good cleaning, and treat it with a suitable protectant. The line of Renovo cleaning and preservative products for both vinyl and fabric tops are excellent. Leave the top up and either roll up the windows or fit the side curtains. Leaving the top up will help prevent the development of permanent creases in the material and plastic windows.



BELTS

Slacken the tension on the fan belt and any auxiliary belts.

TIRES

If the car will be sitting for the winter, jack the car up and place jack stands under the rear axle and the front suspension. With the tires off the ground, they will not develop the flat spots that cause an unpleasant vibration when the car goes back on the road. If you choose to place the jack stands under the frame instead of the suspension, take a look at the bump rubbers up front. After several months of being compressed with the full power of the front springs, the bump rubbers will be ruined. Depending on the car, you may be able to fit wooden spacer blocks between the upper arms and the frame to keep the bump rubbers from being squashed. In the rear, if the axle is left hanging from the limit straps, the straps may fail, and if they don't break, they certainly will not last as long as they should. Placing the jack stands under the rear axle instead of the frame will work better. Some air will leak out of the tires given enough time, so overfilling them by 10 pounds is generally a good idea. Check the tire pressures every couple of months. Keep the tires out of direct sunlight.

WHEELS

With the car on jack stands, you can leave the wheels on the car. Some people prefer to remove chrome wire wheels and bag them with desiccant to keep them clean and dry for longer term storage. If you plan to leave the wheels on, remove them long enough to thoroughly clean the splines on the hub and in the wheel. Carefully inspect the splines for signs of wear. Apply an anti-seize compound (like Copaslip) or grease to the splines and re-fit the wheels. Replace and tighten the knockoffs.

EXHAUST

Plug the tail-pipe(s) with a rag or rubber ball and tape it in place. It will keep the mice from building a nest in the exhaust, or worse, in the engine. Although unusual, I know of one Healey BN2 that simply would not turn over after being stored for several years. When the

cylinder head was removed, #4 cylinder was found to be packed with walnut shells, acorns, string and upholstery stuffing. A mouse (with a real need for security, apparently) had climbed all the way through the exhaust, through the open exhaust valve and into the cylinder. When the car was eventually started, the amount of debris coming out of the tailpipe was impressive.

ENGINE AIR INTAKE

Depending on the length of time the car is going to be out of service, consider bagging the air cleaner and taping it to prevent moisture laden air from finding its way into the cylinders through the open intake valves. A bag of silica-gel desiccant inside the bag will absorb whatever moisture gets in, reducing the chance of rust building up in the cylinders.

HEATER/FRESH AIR INTAKE

Cover or plug any vents or openings. My 73 MGB GT had a mouse nest inside the heater box, which I did not discover until I tried the fan. The fan would not come on and when I pulled the motor I found a mouse bachelor apartment.

FUEL SYSTEM

There are two basic approaches: drain the system or fill it up completely and treat the gas with a stabilizer and/or products that deal with ethanol related issues. To store a car for the winter, draining the tank is not generally done. If the car is going to be off the streets for years, I'd drain the tank and lines completely.

Gasoline is not stable, and it is common knowledge that it deteriorates over time. Volatile elements evaporate. Deposits form over time, often described as "gum" or varnish." Modern gasoline is frequently blended with ethanol, and these fuels remain useable for 90 days in a sealed fuel system with a full tank. Sealed fuel systems were required by law in the US in 1970. (If you have a "carbon canister" in your engine compartment, you have a sealed system). If your car was built before 1970, the fuel is exposed to atmospheric moisture and the ethanol in the gas will absorb water relatively quickly. The higher the humidity, the faster it happens. There are products

designed to increase the useful life of ethanol blends (E-Xtend, E-Zorb), and products specifically engineered to prevent the formation of gum and varnish, like Stor-n-Start.

WIPER BLADES

Remove them and store them inside the car. They have a tendency to stick to the glass and if left long enough, the blade edge will deform from being pressed just one way.

HUMIDITY AND VENTILATION

There are two ways to go. Either ensure that the garage has a supply of fresh air and roof vents to promote air circulation, or seal the garage and control the humidity. A room de-humidifier will take less energy than actually heating the garage, which is generally totally out of the question.

ALTERNATIVES TO STORAGE

If the preparation of the car for storage seems impractical, you have options. One is simply to use the vehicle once or twice a month in dry weather (assuming registration and insurance are up-to-date). Simply driving the car will help keep the engine and other systems fully functional. Barney Gaylord (mgaguru.com) has pointed out that the time and effort required to prepare a car for storage, plus the similar amount of time and effort required to get it back on the road make storage very unappealing. He is very much of the opinion that driving the car regularly as conditions permit is just plain easier. However, if you do decide to drive the car every so often, make sure you go for at least 20 minutes to get all the systems fully warmed up to minimize condensation. As an alternative, there are also companies that will, for a fee, store and look after your vehicle. Some enterprising shops will take your car and the list of work you'd like to have done, and they do the work and store the car, spreading the expense over several months.



Sir Bentley Haynes, a distinguished British gentleman of letters with an extensive background in British automotive engineering, has graciously offered to provide the members of ISOA with free technical support in order to keep our Triumphs on the road. His resume was outlined in the April issue of *Snicc Braapp*. Due to the unusually high volume of questions from ISOA members, he has requested that all technical inquiries be screened and forwarded to him by way of the secretary of ISOA. He is not able respond to direct questions, but your letters are very important to him, and they may be monitored by Scotland Yard for quality control. E-Mail him at: trstrep@sbcglobal.net. **Anyone actually attempting to follow his advice does so at his or her own risk. ISOA, its board of directors, SNIC BRAAAPP, accepts no responsibility for the accuracy of his consul.**

My Dear Sir Bentley,

In past years, you were so ever so kind as to provide my ISOA lady friends and me with a list of holiday gifts for our fellas. Might we impose upon you once more for some of your sage advice and counsel? Many thanks in advance.

Barb B. Crystal Lake

Dearest Lady Spuds,

I would be delighted to share a few suggestions with you and the lovely ladies of ISOA, many of whom I got to see on the VTR Convention Video. [I really regret not being able to attend in person, but the conditions of my release do not permit international travel just yet.]

As to your query, there are a number of new products on the market that would make excellent gifts for any Triumph aficionado. First, let me offer up this hand powered detailing device that has only recently become available. With this ingenious apparatus, your bloke won't have to expend all that repetitive motion required to remove the waxy buildup following a detailing job. No more using a labor-intensive toothbrush!



With this gadget, he can just let the instrument do the work to get into the nooks and crannies of his Triumph to eradicate any of the encrusted wax that

has built up around the grease fittings or in those hard to reach areas on the frame. My sources also tell me that this company also has a powered Q-Tip scheduled to hit the market place soon, so keep your eyes peeled. Just be sure to get the all-natural cotton version, the synthetic would just not do for cleaning a Triumph.



Another apparatus that will certainly bring a gleam to the eye of most triumph guys is this newly designed "Hooter Holder." Following Mr. Holekamp's excel-

lent treatise on the proper use and care of Triumph horns, the good people at Triumph International introduced this device to prevent the infamous "Hooter Sag" which can cause Triumph horns to malfunction. They are also available in positive or negative ground and come in a variety of colours.

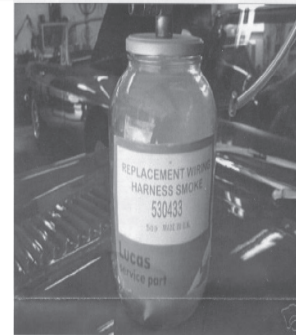
Another gift, designed by Mark Block, Herman Caine's campaign manager, will be especially appealing for the members of the Black Lung Contingent of ISOA. It is this handy dandy period



accessory to dispense smokes in the car. It comes in either positive or negative ground models and is sure to be a hit with that guy in your life who doesn't let a little thing like the carcinogenic fumes from noxious weeds keep him from enjoying himself.



Speaking of smoke, I have only recently been made aware of the 2.0 version of the famous "Smoke Bleeder" from the good people at Lucas [Official Motto: A Gentleman does not go motoring about after dark, and we're here to make sure of it!]. One of the most vexing obstacles to pleasant Triumph motoring occurs when a buildup of excess smoke in the wiring loom occurs. Now with this ingenious tool, anyone with only a modest amount of



mechanical skill, using only simple hand tools, can quickly and easily bleed the smoke form a Triumph wiring loom, [and without the assis-

tance of a second person]. Just attach the bell jar lead to the Kanuten Valve and increase the RPM to 60 volts centigrade. Gradually increase the amperage until the smoke turns from blue to black, and there you've go it! No more messy ions to clean up or unsightly, as well as dangerous, electrons escaping into the atmosphere. This replacement kit, p/n 530433 was developed by former Lucas lab techs. The kit allows for precise metering through the fuse box and, unlike the Far Eastern "knock-offs," uses only factory-approved smoke. Each kit comes with sufficient smoke to bleed several cars, and quantity discounts for VTR affiliated clubs and their members are available.

Finally, we saw this "handy" item that we know will be a hit with Mr. Gizmo, Mr. Guzzler, and Mr. Suds. Like the item pictured on the opposite page, it also lifts and separates. How often are precious minutes wasted when searching for a bottle opener? With the "ring thing" item, which also doubles as fine jewelry, fumbling for a "church key" will be a thing of the past. Season's Greetings-



BH



THIRTY YEARS AGO THIS MONTH . . .

IN SNICC BRAAAPP

A BRIEF TRIP BACK DOWN MAMMARY LANE WITH RICK DENTINO

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 1981 [Just be sure to line your helmet with copious amounts of tinfoil and polyunsaturated luncheon meat. Here are some holiday gift ideas for the thoughtful Triumph owner or his/her significant other offered up by Snic Braaapp editor Dentino thirty years ago.



LITTLE BRITISH CHRISTMAS TREE LITES



by LUCAS!

Guarenteed to burn out just before the kids can steal them



Convertible top BOOT. Fits TR-4, 4A, 250 & 6 (Wingtip also available)

\$55.

TR-2, 3 SIDE-CURTAINS



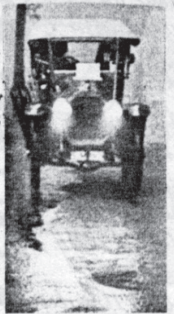
Assorted prints & patterns to choose from. \$20.

Now YOU can have Quartz Halogen lamps like the big-timers!

500,000 candle power Can be seen across 4 states! (Not applicable in Iowa)

"MARCHAL" Pigs-eye driving and foggers.

Be the first...EVER.



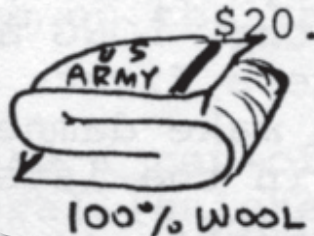
\$500. a set (POE) Note: All French wiring comes uninsulated for inspection purposes.

NEW & HOT Vibrating tool can be used as facial massuager! (tee hee) Made from old TR shifters

\$10.



AUXILIARY TRIUMPH HEATERS



100% WOOL

"LUCAS" 3-POSITION HEAD LAMP SWITCH !!

Let's you select:

- * DIM
- * DIMMER \$3.59
- * OFF



"RECARO" bucket seats for Triumph, home or office. Ottoman optional. \$300.





HAIL TO THE CHIEF

REFLECTIONS ON THE
LEMONS EXPERIENCE TO DATE
MIKE 'HANDS' BLONDER
AKA FELIX LITRE

“LET’S TURN UP THE JUICE AND SEE what comes loose!” Thus spoke Mark “Silo” Fisher on Friday, Oct. 7, at the Autobahn in Joliet, after installing a new ECU on the James Bondmobile, Rusty Galore. Friday was practice day, before our second race in the LeMons series. Rusty had been running sweet and cool (not overheating) but was having problems accelerating above four grand. Mark diagnosed re-mapping the fuel injection program as a solution, and fuel management guru Gerhard Maier produced the new ECU on a moment’s notice.

At this point, the fifty-weight oil and Lucas additive seemed to hold an acceptable oil pressure, so Pete Schoppely suited up and strapped in. About ten laps later, Peter returned, ALL SMILES. The new ECU solved the problems above four grand, the oil pressure was acceptable, the brakes were excellent, and the handling was fine, if a bit challenging.

Roger Briggs donned his Nomex undies and was next to get in some laps. I had to leave at this point, but I was told that all drivers got in hot laps that day, and had big smiles on their faces.

By all accounts, on race day, all drivers got in plenty of laps before something (most likely a rod) started beating dents into the oil pan. All the wrenches present, and all the other ISOA attendees were treated to a day of competitive racing with many big smiles, and a fair share of shit-eating grins.

None of this would have been possible without the dogged tenacity of Silo. He started it all by putting out the call. Anyone interested? He created chalkboards of tasks, helped everyone find their own level of expertise, and was constantly available for consultation and advice. The fancy Wilwood brake parts

didn’t seem to do what they were supposed to, and after many tries, Mark got that one figured out. The shifter linkage that was total slop got back to its snic-y self. The list of problems solved goes on and on and on.

Now certain people, who went way above the call, must be mentioned here: Kurt, Roger, Chuck, Snake, Painless, Yves, Pete, Frank, The Prez, Gizmo, Rich Scholl, and others, you all know who you are – it surely couldn’t have gotten done without you guys.

After the first engine blew a week before the inaugural race, Mark, rather than give up, found a second engine to replace it (thank you TR Elvis), and he spearheaded the drive to get it installed and ready to run in six days. After the second engine blew at Gingerman, Mark hunted down (begged) a ‘race’ engine off of Evil Bert, a crate engine, so named because it was delivered in a crate! Lesser men (less crazy?) would have given up well before this.

Were there stupid screw-ups? Of course, there were. But the vibe at the Autobahn made it all worthwhile. Instead of worry and looks of consternation on everyone’s faces, it was all smiles and back slapping (at least it was when I left on Friday.) Drivers got to drive, and wrenches got to feel satisfied, maybe downright proud! So thanks Silo, for keeping the faith and never giving up. You are one big man!



**2012 ISOA Calendars
now available!**

•\$8.00* single copy, • \$15.00* for two, • \$20.00 for three

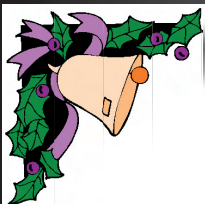
Contact Joe Pawlak
ViData Print
1500 Foundary #1
St Charles, IL 60174
e-mail sales@vidataprint.com

shipping @\$2.00 each.



McHenry County Vintage Car Club





The Week Before Christmas

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

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

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

LaMonte and Lucille were nestled both snug in the shed,
while visions of 100 octane danced in their heads.

Old missus had promised, if I came through with a gift,
she'd polish my Dule 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 Dule lights on my evergreen trees
made my driveway look like Prince William Sound after the
Exxon Valdez.

When what to wondering eyes should appear,
but the 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 he swore at them by name;

Now Stalker! Now Guzzler! Now Elwood and Spuds!
On Screamer! On Silo! 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 guy,

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!"





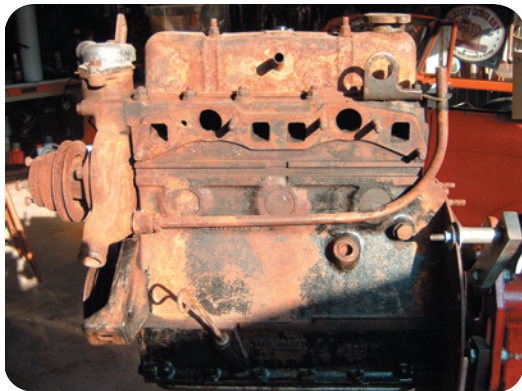
HARK THE HERALD ENGINE



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, h
 olds the road like a Fer-ra-r
 With back seat room for three,
 I can take my grandkids to a drive-in movie.
 With back seat room for three,
 I can take my grandkids 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



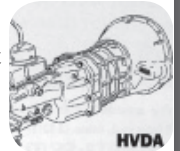
On the 3rd day of Christmas, my true love gave to me:
 three Webers carbuerating



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





BIG BASH 2012

WHAT: The Annual ISOA Party & Awards Night

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

WHEN: Saturday, January 21st, 2012
(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



Dinner at 7pm -Main course: (select one)
•Poached Salmon Filet w/Hollandaise on the side
•Broiled Filet Mignon w/mushroom cap
•Chicken Florentine w/creamy spinach chardonnay sauce

Special after dinner entertainment by

The Spinal Tappets

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

The cost for the Bash is only \$35.00 per person. You may also pay your 2012 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 Dec. or Jan. meeting or mail to:

KIM JENSEN, 903 LILAC LANE, JOLIET, IL 60435

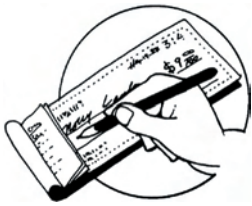


Name _____

Choice of Entre _____

Name _____

Choice of Entre _____



Dues for 2012 [\$35.00] need to be paid by March, 31st. If you have joined since September, 2011, your membership for 2011 is already taken care of. If you are unsure of your membership status, check with Tim "Toolman" Buja.

MELROSE PARK INDOOR Grand Prix

ISOA Go Kart Challenge III
Sunday, Dec. 4th 3:00 PM [Before the meeting]
2225 W. North Ave., Melrose Park, IL 60160

Chicago's 14th Annual
all
British Car

**Swap Meet
& Auto Jumble**

Annual Swap Meet
DuPage County Fairgrounds
Feb. 26, 2012

VTR 2012
National
Convention

GALVESTON
ISLAND
TEXAS

OCTOBER 28 NOVEMBER 2

Oct. 28 - Nov. 2, 2012
Galveston Island, TX

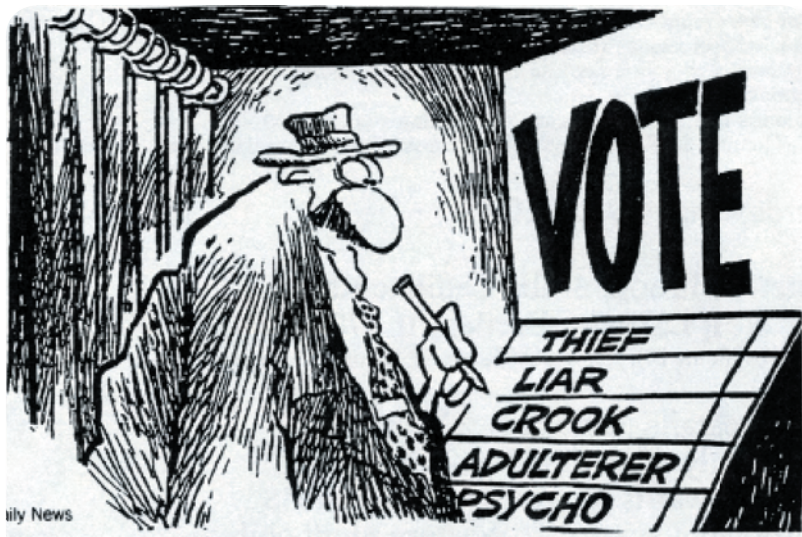
2012
Triumph Register of America National Meet
NORTH CAROLINA

JUNE 20-23, 2012

June 20-23
Little Switzerland, NC

6-PACK™

TRials 2012
Sept 6-9,
Welland, Ontario



- REMINDER -

We will vote for nine 2012 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
- Peter Conover
- Mark Hattenhauer
- Ed Krakowiak
- Irv Korey
- Joe Pawlak
- Tim Buja
- Kim Jensen
- Jay Holekamp
- Roman Hrynewwycz
- Chuck Montague
- Bob Streepy

FYI - Late Braking News Just in.

Illinois Antique Vehicles: SAN-supported legislation to provide for an expanded-use antique vehicle registration class that would allow antique vehicles and replicas to be driven without limitation during the warmer part of the year (April 1 through October 31) was signed into law by Governor Pat Quinn. Under the new law, expanded-use antiques are limited to traveling to and from car shows, exhibitions, servicing or demonstration during the colder months (November 1 through March 31). Regular antique vehicle registration is still available for a lower fee to hobbyists who would prefer only operating their vehicle on a limited-use basis throughout the year. The expanded-use antique registration plate will be available at an annual fee of \$45. The limited-use antique plate remains available at a fee of \$13 for a two-year registration. In Illinois, an antique vehicle is defined as a motor vehicle more than 25 years of age, a bonafide replica or a fire-fighting vehicle more than 20 years old which is not used as fire-fighting equipment. The law becomes effective on January 1, 2012.

**2011 ISOA
BOARD OF DIRECTORS**

- President Roman Hrynewwycz
708/456-4327
rah_63@comcast.net
- Vice President Jay Holekamp
630/653-0610
jholekamp@sbcglobal.net
- Treasurer/Regalia Kim Jensen
815/729-9731
KimandBill76@sbcglobal.net
- Secretary Peter Conover
peter.conover@comcast.net
708/383-9160
- Newsletter Editor Bob Streepy*
630/372-7565
trstreep@sbcglobal.net
- Events Jack Billimack*
815/459-4721
jbillimack@comcast.net.
- Membership/Webmaster Tim Buja*
815/332-3119
thebujas@comcast.net
- Motorsports/Curmudgeon Irv Korey*
847/831-2809
emanteno@comcast.net
- Technical Coordinator/Newsletter Publisher Joe Pawlak*
847/683-4184
stagfire6573@foxvalley.net
- BCU Reps Mike Blonder*
Terri Underhill

*past president



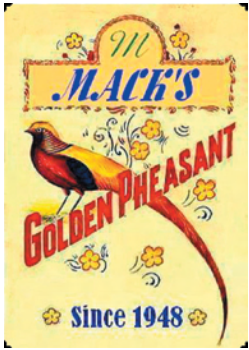
NOVEMBER 2011

MEETING NOTES

BY ISOA SECRETARY

PETER "MAESTRO" CONOVER

THE NOVEMBER MEETING OF ISOA was called to order by President Roman Hrynewycz shortly



after 7:00 pm. It was noted with some incredulity that it was Al "Chromedome" Christopher's birthday – incredulous in that he chose to spend it with his ISOA col-

leagues. After introducing the current Board members in attendance, Roman welcomed new member Ed Klich, who has a '76 TR6.

Roman addressed the gathered members with a short discourse on tool etiquette: It happens that recently some of the ISOA Club tools have increasingly been misplaced or held onto for longer than is reasonable, and he asked that borrowers not abuse the privilege. Roman then mentioned the article and accompanying online video in the October 24 issue of the *Daily Herald* that featured Bob Streepy's TR4. Bob commented on the process that writer Matthew Avery utilized to assemble the words and images that made up the article and video, including the point where Matt managed to cram himself into the "occasional" rear seat to shoot video from inside the moving car, not an easy feat for a full-grown adult. Next, Roman highlighted some information (detailed elsewhere in this issue) on a new IL Antique auto license that is less restrictive in terms of how much you are able to drive your car.

Joe Pawlak unveiled the printed copies of John Macartney's book *Turn Left at the Pacific*,

featuring the names and photos of many ISOA members. Joe spoke of the continuing positive results of the project on both sides of the Atlantic.

In the Project Updates segment, Joe Kaplon spoke of an exhaust upgrade on his (Emily's) Spitfire, Mark Costello talked about his progress in converting a TR7 to a TR8, a process which resulted in the availability of just one of the Rusty Galore LeMons car's replacement engines. Mark Fisher, aka "Q for Quincy," spoke on the results of Rusty's engine autopsy and brought along a bag of broken parts for show and tell. Ed Krakowiak has "parted ways" with his TR8. Having sold it to a buyer in CA, Ed has various left over parts to sell. Tim Mantel's car has been painted, and he looks forward to further progress in the near future. Taking a break from the LeMons car, Mark Fisher took a look at the frame of his Lotus, and unfortunately found it bent, as a result of his mishap some months ago with the then almost finished car. Lastly, Dennis Delap has his TR4 on the road and drove it to the meeting.

In recent past events reports, we once again heard of Rusty Galore's triumphant, albeit brief, return to glory at the Autobahn Raceway in Joliet. Jay Holekamp recapped his solo drive to the South and back, and we heard a report on the Halloween "Spooktacular" held at the home of Mike and Trish Konopka.

Being November, nominations were taken for candidates to serve on the 2012 Board of Directors. In spite of a sluggish start, we actually have more candidates than positions to fill. Elections will be held during the December meeting. In addition, there will be spaces for "write in" candidates in the event anyone else would like to run for a position.

Jack Billimack ran down a list of future Club events to be held through the beginning 2012. If you know of any other events that might

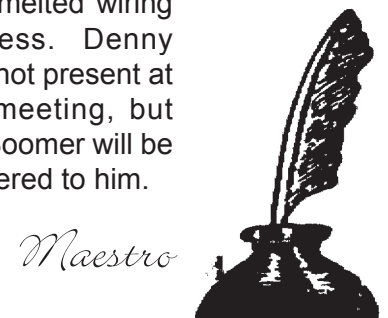
be of interest to the Club, Jack asked for you to let him know about them.

After a break, members were able to announce cars or parts for sale: John Kolton has a straight axel for a TR4, Kim Casper has various TR6 differential parts, Greg Reinert still has his '75 Spitfire for sale, and Jack Billimack will soon have a '70 Spitfire frame for sale.

The monthly raffle was drawn by new member Ed Klich, and it was won by Rich Scholl.

For this month's Peter M. Roberts award, Roman Hrynewycz nominated Kim and Bill Jensen for supplying the Chili during the Autobahn LeMons event. When it was pointed out that Mark Hattenhauer also supplied and cooked much of the food, he was nominated as well. Mark Fisher nominated Tim Mantel for supplying brake parts for Rusty Galore and subsequently offering to duplicate them. In one of those "only with ISOA coincidences," the Jensens and Mark Hattenhauer had a tie vote and will share the November award – three straws, please!

Joe Pawlak nominated Al Christopher for the Boomer for attempting to nominate the Peter M. Roberts award to an anonymous recipient. In addition, nominations were made for Roy Congrove and Tom Greever, both of whom responded to the e-mail group list when they had been specifically asked to respond only to the sender. But the sure-fire winner, nominated by Tim Buja, was Denny Stock, who, even after attending an ISOA electrical clinic, used the wrong fuses in his car resulting in a melted wiring harness. Denny was not present at the meeting, but the Boomer will be delivered to him.





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: 1972 TR6 75K miles, Owned since 1972. Needs restoration. Many new parts. R/B carbs. Roy 847/446-5613 [10/11-not an ISOA member]

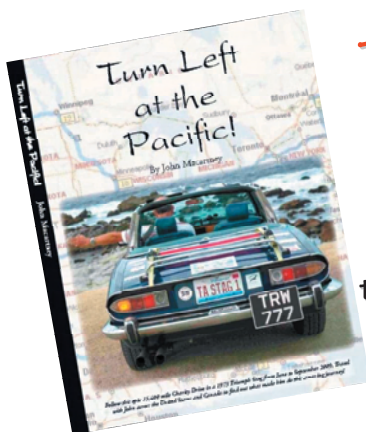
•Wanted: Usable transmission for '74 TR6. Larry Brown [brownlar@msn.com]:

•For Sale: Spitfire Mark IV frame. Good condition. Jack Billimack 815/341-2810 - jbillimack@comcast.net

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 | Dave White 12/15 |
| Kathy Smith 12/03 | Rosanne Felix 12/15 |
| Gwyn Dekker 12/04 | Donna Jaquet 12/15 |
| Murray Bruskin 12/05 | Jerry Kasper 12/17 |
| Jake Jaquet 12/07 | Mark Hattenhauer 12/18 |
| Roy Congrove 12/07 | Peter Lee 12/19 |
| Bill Voller 12/10 | Mike Johnson 12/20 |
| Brent Groza 12/11 | Peter Schoppelry 12/20 |
| Joe Byers 12/13 | Ed Mitchell 12/21 |
| Bob Crowley 12/14 | Trish Konopka 12/27 |
| Rick Miller 12/14 | Pat Morse 2/27 |



TURN LEFT AT THE PACIFIC!

the **WHOLE** story of the

triumph trans-ameriCan

Charity Drive 2009

For special ISOA pricing, contact Joe Pawlak, VI DataPrint LLC, 630/513-5811 joe@vidataprint.com

NEW MEMBERS
memberships @ 181
members @ 244

Chuck Jones
1111 Oakwood Dr., Freeport, IL 61032-3275
815 235-2019 - jonescadr@hotmail.com
72 TR6

Chris and Griz Holbrook
12053 Broken Arrow Ln., Canadian Lakes, MI 49346
H: 231 972-1947- grizh@yahoo.com
73 Stag

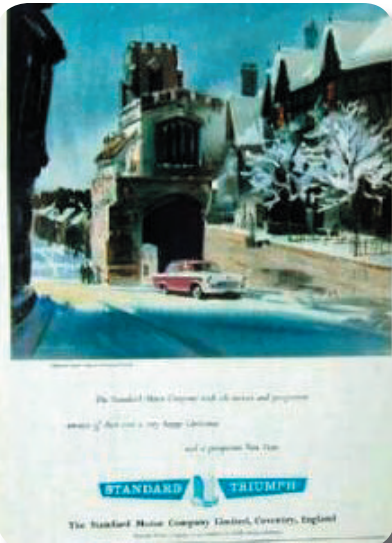
Bill Voller
119 Triple Crown Ct., Wheaton, IL 60189-2027
630 691-4503 - wvoller@comcast.net
looking for TR6



Happy Holidays



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 2011

MERRY XMAS FROM THE STAFF AND MANAGMENT OF SNIC BRAAAPP