



SNIC

BRAAAPP

JANUARY 2012

Vol. IX Issue No. 475

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-FIFTH YEAR -

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

A TRIP to the Heart of Dixie

TEXT & GRAPHICS BY JAY "CANNONBALL" HOLEKAMP



From 1942 until 1945, over 2,000 LSTs were built at hastily constructed inland shipyards at Evansville and Madison, Indiana, and Seneca, Illinois, among others. These utilitarian 325-foot long ships were a unique resource for the many amphibious assaults from Anzio and Normandy, to Guam, Okinawa, and Iwo Jima. Churchill is said to have exclaimed, "The destinies of two great nations seem to be tied up in some god-damned things called LSTs, of which there is a great shortage." I was the only visitor, and the knowledgeable young university history student and Iraq War veteran who guided me around, explained how the ship operated – a good way to spend a cold, wet, windy afternoon. I also visited the river front museum



continued on page 6

THE CHINESE SAY THAT A JOURNEY THAT BEGINS IN THE rain will have good fortune.

In the cold, rainy, predawn of a late October morning, I departed Wheaton, Illinois, driving my 1964 Triumph TR4. My main destination was a British Car Show at Fairhope, Alabama, on the east side of Mobile Bay. I knew that the further south I traveled, the better the weather would become. The plan was simple: drive top-down in my TR4 as much as reasonable before the Chicago winter ends 2011 TR driving, eat as much Bar B Que and raw oysters as possible and visit some new, interesting places. The standard formula: drive, eat and look around.

Leaving I-57 just south of Champaign, I drove due south to Evansville, Indiana, to visit the last operating Landing Ship Tank - LST 325, tied up on the Ohio River.



INSIDE YOUR JANUARY SNIC BRAAAPP

- Go Kart Challenge III
- Year in Review Collage
- Body Clinic

Lots More Stuff

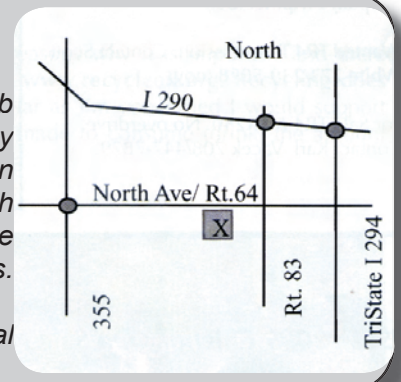




ILLINOIS SPORTS OWNERS ASSOCIATION

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 Ave and Rt. 83 in Elmhurst (X marks the spot on the map), on the first Sunday of every month (unless otherwise announced). Meeting time is 7:00 PM (roughly), but come early, have a beer, and share some TRIUMPH BS with your fellow enthusiasts.

The Board of Directors meets the first Sunday of every month prior to the general meeting. **Everyone is welcome to attend the Board meetings.**

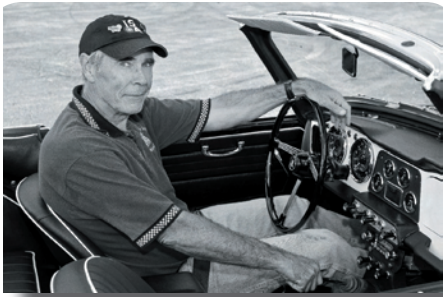


ISOA UPCOMING EVENTS

| Month | Date | Day | Time | Event |
|-------|-------|------|----------|---|
| JAN. | 1ST | SUN. | 11:00 AM | OUTER DRIVE HERO'S DRIVER'S RALLEY - 1400 S. LINN WHITE DR. NORTHERLY ISLAND PARK DISTRICT FIELD HOUSE [ODHC.ORG] |
| | 8TH | SUN. | 7:00 PM | ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] [NOT THE FIRST SUNDAY] |
| | 21ST | SAT. | 6:00 PM | BIG BASH - DES PLAINES ELKS CLUB, 495 LEE ST., DES PLAINES |
| 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] |
| | 25TH | 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] |
| | 10TH | SAT. | 8:00 AM | CARB CLINIC - JENSEN'S, 903 LILAC LN., JOLIET |
| | 17TH | SAT. | 3:00 PM | CHILI PARTY - MORGAN'S, 4N154 THORNAPPLE RD., ST. CHARLES |
| APR. | 1ST | SUN. | 7:00 PM | ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] |
| | 7TH | SAT. | 8:00 AM | DISTRIBUTOR CLINIC - PAWLAK'S, 14N640 ENGEL RD., HAMPSHIRE |
| | 31ST | SAT. | 4:00 AM | HOUSE ON THE ROCK TOUR |
| MAY | 1ST | SUN. | 7:00 PM | ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] |
| | 5TH | SAT. | 8:00 AM | TUNE-UP CLINIC - FISHER'S SHOP, 1114 RAIL DR., UNIT C, WOODSTOCK |
| | TBA | SAT. | 8:00 AM | SPRING BREAKFAST TOUR |
| | 27 | SUN. | | CHAMPAGNE BRITISH CAR SHOW |
| JUNE | 5TH | SUN. | 7:00 PM | ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] |
| | 17TH | SUN. | | WISCONSIN BRITISH CAR FIELD DAY - SUSSEX, WI |
| | 20-23 | | | TRA NATIONAL CONVENTION, LITTLE SWITZERLAND, NC |
| | TBA | FRI. | | DRIVE IN MOVIE NIGHT |
| JULY | 1ST | SUN. | 7:00 PM | ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] |

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



A LITTLE BS FROM BS

NEWS AND VIEWS FROM
THE BUSTED KNUCKLE GARAGE

BY SNIC BRAAAPP EDITOR BOB STREEPY

ONCE AGAIN IT'S TIME TO TURN THE calendar page on yet another new year. January, as you may know, takes its name from the two-headed Roman god Janus, who was said to have the rather unique distinction of being able to look forward and backwards concurrently. We often reflect on Janus' distinctive perspective this time of year as we take a look back [fondly I hope] at the lately concluded 2011, while we simultaneously gaze into our crystal balls to predict some of the things that might occur here in the recently inaugurated 2012.

2011 saw numerous social, technical, and driving activities for the Coventry Irregulars. The year started with the annual Big Bash celebration, a tradition that dates back decades and allows many of us to see one another dressed in something other than oil soaked dungarees. Other social highlights last year included the chili party at the home of Tom and Pat Morgan last March, the movie night that took place in June, and everyone's favorite - White Trash Night. There was also a trip to Ravinia, the Halloween "Spooktaculer" hosted by Mike and Trish Konopka and the fall color campout hosted by Kim and Judy Casper. Socially, we can most likely look forward to many these activities recurring in 2012.

As far as driving events were concerned, there were frequent tours and runs in 2011. Certainly we can expect more of the same in 2012. Plans are already underway for a spring breakfast run, and folks are beginning to discuss their plans to attend regional as well as national car shows, to include the annual caravan to the VTR convention to be held in Galveston, Texas, next fall. The first "international" TR6 convention will be held in 2012 when the Six Pack TRials are held in Canada and several ISOAers plan to attend. [Helpful editorial hint: Don't forget your passports and make sure you brush up on your Canadian language skills, eh. Rosetta Stone has recently put out a CD to help Americans master this strange dialect]

Technically in 2011, the ISOA hosted numerous clinics last year. There were symposiums on ignitions, distributors, carburetors, and bodywork last year. In 2012 things will be getting underway with a pair of hub clinics in February. There will also be another carb clinic, and of course, the ever popular tune-up clinic, all scheduled to take place in the spring. In addition, plans are underway for a welding clinic later this year.

Last year several of our members completed long-term restoration projects. Peter Conover's beautiful Aston Martin got back on the road was completed in 2011. Chuck Montague's Spitfire returned to the road after an engine rebuild. Dennis Delap unveiled his "survivor" TR4A [a vehicle that Jay Holekamp and I pronounced D.N.R -do not restore], and your humble and obedient scribe, with immeasurable effort from Steve Yott, finally managed to debut his TR4 in August of last year. Hopefully in 2012, we will get an opportunity to see Jack Billimack's Herald take to the highways and byways with its new big block Spitfire

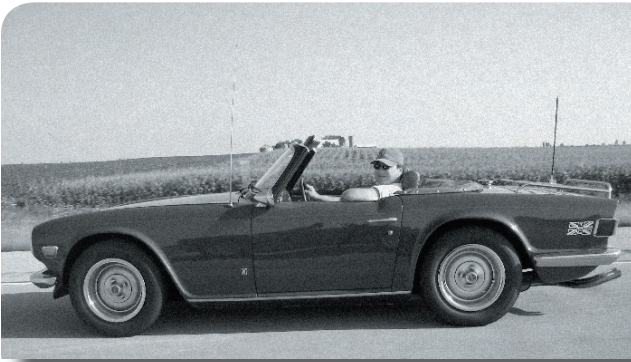
powerplant mated to an overdrive transmission. We also look forward to seeing Kim Casper's six cylinder Spitfire cruising around southeastern Wisconsin in 2012, and we eagerly await word of the progress on Joe Pawlak's LD2 Stag. If he ever gets done working on other people's cars, we can look forward to seeing Steve Yott's TR250 [AKA the world's one and only TR5A] out and about.

In 2011, the semi-club project racecar "Rusty Galore" entered into competitive battle on the LeMons circuit. Granted, Rusty suffered a somewhat ignominious fate, completing only a few laps on the track at Gingerman last July, but it did somewhat better at the Joliet Autobahn in October, before suffering a catastrophic engine failure. Team steward Mark "Silo" Fisher hopes to have Rusty on the track this year with a new for Ford Duratech powerplant providing a bit more power and reliability to compete against the likes of the diesel powered Chevette and archenemy "Team Underpants" in the 2012 racing season.

No discussion of previous year would be complete without spending a moment to reflect upon the sudden loss of Mike Mueller, and more recently, Nancy Aldridge. Surely their passing was a loss for all of us. We will certainly miss them. "Toofus'" and Nancy's passing are a chilling reminder for all of us to take advantage of every opportunity we have to take pleasure in our cars, as well as our friends and loved ones while we can. As our Triumphs, not to mention our club demographics, continue to rack up more and more miles, it goes without saying that we should all try to enjoy them as much as we can while we have the opportunity.

Happy New Year.!

Suds



ROAMIN' WITH ROMAN
BY ISOA PRESIDENT
ROMAN HRYNEWYCZ

be a bit more at ease and direct the meeting more fluidly. Hopefully, I haven't bored anyone too much, and that you still enjoy gathering every month at Mack's.

This club is so active and does so many different things that I am constantly looking forward to my weekends and whatever activity is planned. Whether it be a technical clinic, breakfast run or just a leisurely drive across the country for a convention, there is not too much else that I like to do more than spend my time with this of collection people. This past year has been no exception. While things may have gotten off to a slow start, they soon picked up in pace, and it became a story of competing actions at times. With all of the different car events and club activities, it was difficult to decide what to do. I am sure that this year will not be any different. We still have the good ol' standby shows, and then there is always the possibility of a road trip to other locations to explore new shows and meet new people.

Winter can bring a dichotomy of emotions. It can be a very

exciting time of the year, or it can be miserable. It can be exciting when planning upcoming itineraries and imagining cruising in our beloved little British cars. As I write this, I know winter is not all that bad for many members of ISOA. Even now, my thoughts wander to upcoming technical clinics, road trips that are on tap, and summertime car shows and cruise nights. Still, I hope for a short, mild winter so that soon we will all be able to cruise the countryside with our tops down and the sun at our backs.

For all of those among us who make resolutions, I truly do hope that you can keep them! May all of your troubles be small, and may the Prince of Darkness stay clear of your garage! Happy New Year!

On a somber note, I would like to convey my deepest sympathies and condolences to Jim Aldridge on the passing of his wife Nancy. Our thoughts and prayers are with you.

Jr.

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 will probably appear in the following issue, if at all. 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. Questions, comments, concerns, or great thoughts should be directed to:

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Contributors: Jack Billimack, Peter Conover, Jay Holekamp, Roman Hrynewyczc



continued from page 1

where there was an excellent exhibit about the World War II Evansville LST shipyard.

After spending the night in Evansville, I awoke to clear skies with frost on the TR. I drove to Pulaski, Tennessee, (where the Ku Klux Klan was founded in 1865) along secondary roads. On arrival in the late afternoon, I walked around the Court House square (typical Johnny Reb Statue, in this instance a boy hung as a spy by the Yankees) and had a fine pulled pork dinner at Reed’s Bar B Que, eating at the wooden picnic table in front of the take-out, drive-thru restaurant. A local plain-clothes cop got his meal, parked and ate with me. The next morning, again with frost and clear skies, while performing the daily operational readiness check – DORC as we used to call it – on the TR4, I heard the familiar sound of generator bearing failure. Once again, my nemesis of a failed generator had come calling. I’m getting about 7,500 miles service out of the “guaranteed for life” AutoZone Lucas generator rebuilds. The failed generator was installed in our youngest daughter’s garage in San Francisco, when I drove to VTR-Triumphfest at San Luis Obispo in October 2009. Oh well, not to worry. Thirty minutes later the spare generator I had with me, with installed fan and pulley, was

in place and polarized. The only good thing about this silly state of affairs is I’m pretty much at the top of the learning curve of changing the generator on a TR4. I left Pulaski.

I drove the north-south length of Alabama (a long way) along the blue highways and arrived at my lodgings at Spanish Fort just before dark. Although I grew up in small town Alabama (Sylacauga) during the 1950s, the route I took was especially rural, the biggest Alabama town I passed through being Thomasville. About



half the cotton crop had been picked; the not yet picked cotton fields looked almost like an early snowstorm had come. The cotton is pressed into large rectangular blocks, much larger than the bales of cotton I knew as a boy and left in the fields covered with a tarp waiting collection. The gins were in full operation. The east side of Mobile Bay has developed and grown dramatically since I worked in this

area during the 1970s supervising the construction of McDonald’s Restaurants across the southeast. I had a long anticipated fried seafood combination dinner at the Fairhope branch of Wintzell’s Oyster House (a franchise operation I think) with the obligatory two dozen raw. The meal was good but as is often the case, not quite up to the memory of often eating at the original Wintzell’s in downtown Mobile thirty-five years ago.

The next morning was mild and clear, and at last the top came off and the tonneau cover went on. I found the show field of the 2011 British Car Festival put on by the South Alabama British Car Club at the pleasant grounds of Faulkner Community College, Fairhope, and was greeted by a Leyland RouteMaster Bus and a trio of beautiful southern belles in full antebellum period dress. What an enjoyable way to spend a Saturday: grass and trees, mild sunny weather, a good array of interesting and well turned out British cars, from a Rolls Royce sedan to the usual assortment of MGs, Triumphs, Jaguars, Austin Healeys, Lotus, and Sunbeams, a fine grilled lunch of BBQ ribs, sausages and burgers, plus exceptionally friendly and convivial people. Outstanding hospitality - as good as it gets. The other car owners seemed to be especially interested in my TR4 and me since I’d traveled 1,082 miles to attend the show. I think the view was about





resist a classic Waffle House late breakfast and then went to Pensacola Naval Air Station to visit the Naval Aviation Museum. Other than the Air Force Museum in Dayton, this is the best aviation museum I've visited. After a very late lunch (with

quite small compared to the Air Force and Navy, was especially interesting to me since I'd been a passenger (cargo) in several of the aircraft on display, both rotary and fixed wing, during my three years in the Army in the late 1960s. I departed Fort Rucker late morning and using the fast roads, proceeded toward home. After a quick BBQ lunch at Calera, Alabama (the Brunswick stew was a little thin – probably lacked squirrel meat), I slipped through Nashville rush hour traffic and stopped for the night at Hopkinsville, Kentucky. I ate another good dinner at the BBQ Shack – smoked mutton. The next day the run home continued. After a brisket lunch at a roadside place at Greenup, Illinois, called Backyard BBQ, and the tonneau cover still in place, I switched off in my garage with 2,286 miles on the trip odometer. In the past two years my TR4 had been on both the Pacific (San Luis Obispo – VTR / Triumphfest) and Atlantic (Jekyll Island – VTR) coasts and now the Gulf of Mexico.

even that I'd lost my mind or done something unique and admirable. In addition to the South Alabama Club, members of the British Motoring Club - New Orleans, and the Panhandle British Car Association - Pensacola, were represented.

a San Miguel for old times' sake) at the transplanted Cubi Point Officers Club Bar (moved to Pensacola NAS in 1992 when the U.S. vacated Subic Bay Naval Station and Clark Air Base in the Philippines), I continued along the coast to Fort Walton Beach and then north to Dothan, Alabama, my night stop. I had two apples for dinner.

I departed Fairhope and drove over to Pensacola along the coastal route, found my hotel and on the advice of the desk clerk, had an excellent dinner at the Atlas Oyster House on the waterfront. The two dozen Apalachicola Bay raw and the grilled grouper were outstanding. On Sunday morning, I couldn't

The next morning I drove over to Fort Rucker, the Army's aviation training center where military helicopter pilots learn their trade. The Army Aviation Museum, emphasis on helicopters as expected, while

Clearly, the Chinese prediction of good luck for a trip started in the rain is correct.

Cannonball

2012 ISOA Calendars now available!

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

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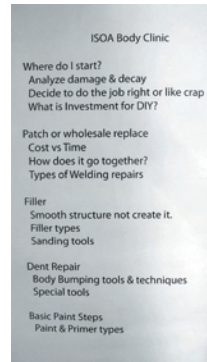
BODYWORK CLINIC



TEXT & GRAPHICS BY
 JACK "SPUDS" BILLMACK
 AS TOLD TO BOB STREEPY

conversation. The attendees were permitted a glimpse of LD2, the first Stag in North America, perched on a rotisserie, which is being lovingly restored by the aforementioned ISOA chief techspurt.

As usual with most clinics conducted by Joe, a poster of the day's goals and agenda was prominently posted on the garage wall so that everyone would know what was going on, even if they missed the introductory comments. The



and he showed the proper use and technique of the club stud gun for pulling out certain dents. Joe also showed how to use a hammer and dolly for other kinds of sheet metal contusions on some sheet metal from Mike Johnson's TR3.

Soon it was time for the highlight of any clinic held at Pawlak's – a tasty lunch prepared by Kathy. The entrée on this afternoon was pulled pork sandwiches along with an ample supply of beverages and a sumptuous dessert.

After lunch, it was back to the garage for more bumping and grinding, although not the type some might have hoped for. As always, the clinic was informative and if nothing else, it provided the novice members with a good grasp of some body work fundamentals and techniques, if not a new found appreciation of why the pros get big bucks for their expertise.

Spuds

A CONTINGENT OF COVENTRY IRREGULARS estimated in the mid 20s [numerical, not chronological] assembled at the Hampshire Quarterhorse Farm and Triumph Ranch on Saturday, November 12, for the final tech session of 2011. Those who arrived early were treated to coffee and pastry courtesy of our host and facilitator, Joe "Stagmeister" Pawlak, not to mention a bit of Triumph related



first portion of the clinic was more "classroom" than "hands on" by design. Joe discussed various types of paint, when different kinds of primer and reducer were used, etc. He then explained a bit about evaluating rust issues and demonstrated by working on a replacement panel for LD2. He demonstrated the use of a plasma cutter and an air chisel,



ISOA TECHNICAL ExSPURTS

| | | | | | |
|-------------|---|--------------------|--|--------------------------|--|
| TR3 | Bill "Whizmo" Pyle 630/773-4806 | TR6 (Late) | Irv "Elwood" Corey 847/831 2809 | GT6 | Dave "Snake" Shedor 847 566 0478. |
| TR4 | Pat "PowerBuldge" Lobdell 219/942-1263 | TR7 | Phil "Factor" Fox 630/662-7721 | Stag | Joe "Stagmeister" Pawlak 847/683-9683 |
| TR4A/250/5A | Steve "NAPM" Yott 262/997-0701 | TR8 | Tim "Tool Man" Buja 815/332-3119 | Herald | Jack "Spuds" Billmack 815/459-4721 |
| TR6 (Early) | Jeff "Stalker" Rust 815/874-5623 | Spitfire - [Early] | Joe "Stagmeister" Pawlak 847/683-9683 | Machinist Bob | "Opera Man" Crowley 630/319-7343 |
| | | Spitfire - [Late] | Bill "Mr. Bill" Jensen 815/729-9731 | Electrical, Paint, Body, | Joe "Stagmeister" Pawlak 847/683-9683 |
| | | | | IL. DMV Ombudsman | Mike "Scooter" Johnson scooter5559@comcast. |



GO KART CHALLENGE III

TEXT BY BOB "SUDS" STREEPY
 GRAPHICS BY DENISE ALLGAIER, JACK
 BILLIMACK, AND THE AUTHOR



A PARTY OF ABOUT TEN Coventry Irregulars assembled in Melrose Park at the Indoor Grand Prix go kart race track a few miles east of Mack's Golden Pheasant on Sunday, December 4th, prior to the December ISOA meeting. The assemblage included club hot shoes, Mark and Lorrie-Ann Fisher, Roger Briggs, Peter Schopperly, Tim Mantell, Brent Groza, Denise Allgaier, and spectators Joe Byers, Jack Billimack, and your humble and

obedient scribe.

Following the routine sign-in procedure in which the track proprietors attempt to absolve themselves of any responsibility for the inevitable law suits that must follow this activity and a brief drivers meeting/school, the racers donned their "Stig" costumes along with their helmets and neck braces, and proceeded to the kart track.

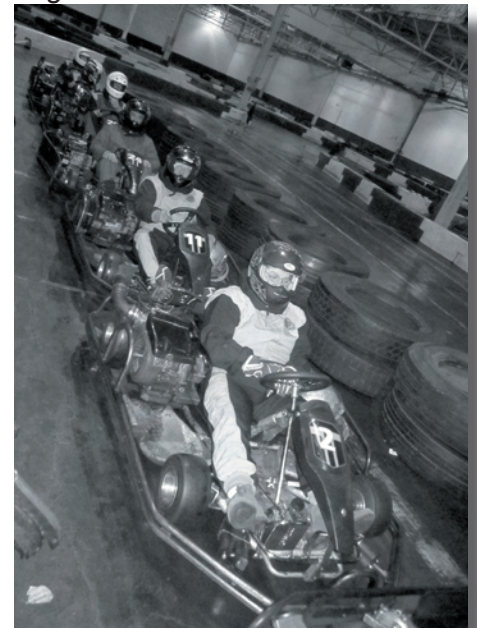
Each of the racers competed in three heats, and the electronic scoreboard tracked their lap times and placement within their particular phalanx of racers.

Unlike earlier ISOA go kart challenges, there were no trips to the emergency room necessitated by the slam-bam action on the track this year. After all was said and done, Denise Allgaier perhaps summed up the afternoon's activities best when she described it as having been a great deal of fun, but she anticipated that her hands and shoulders might be a bit painful for a few days from some of the paint swapping that took place on the track.

In the final analysis [and to the surprise of no one], Lorrie-Ann Fisher dominated the competition by consistently turning in the fastest times. One

caveat to Lori Anne's performance came from her spouse, Mark "Silo" Fisher, who claimed he would have finished higher in the standings, but he was still being affected by residual bad karma from the last Rusty Galore LeMons outing. He managed to have three go kart engines fail while he was behind the wheel, and he suspected that the bad juju from the LeMons car must still must have still been affecting his behind-the-wheel fortunes. Otherwise, he claimed he would have dominated the event.

By 5 PM, the racers had all completed their allowed track time and adjourned to various nearby watering holes to swap stories and massage their injured pride, if not there injured bodies. Several of the racers were in attendance at the monthly meeting at Mack's, and they provided the membership with contrasting accounts of their track experiences. As an impartial observer, we can unequivocally state that some of these versions of the afternoon's events may have actually been partly true. At any rate as Denise said, "I had a great time, and I hope more people come out to participate next year. Hopefully, some might be even slower than me."



Suds



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 humiliate 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 January 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 2012 is already taken care of. If you are unsure of your membership status, check with Tim "Toolman" Buja.

Chicago's 14th Annual
all
British Car

JAGUAR
Mitsubishi
MG

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

SHOE





Dear Editor,
I recently experienced the unpleasant sensation politely referred to as "getting caught short" at a most inopportune time. I have

read that your car caravans often go hundreds of miles nonstop, and I was wondering if you could share some helpful advice on how you deal with nature's call when it occurs at inconvenient times.



Best regards,
NN, San Diego

Dear Nick,

While we think that your discreet (?) use of a Gatorade towel for privacy may have been a bit obvious to many viewers, we have come up with a few suggestions to help you extend your range, so to speak. It is our understanding that the San Diego Chargers locker room includes, among other things, a gent's ordinary; we would humbly suggest that you take advantage of it before the game and during the half time break. Should this prove impractical, perhaps you could stand [or sit] in the center of the team huddle when all else fails.

Our members have often used some innovative methods in order to deal with this embarrassing, but totally natural situation while on lengthy road trips when no facilities are available. With a little practice, it is possible to create a vortex by opening a car door a few inches at about 70 MPH that makes relieving one's self possible without stopping. [Full details may be viewed in *Snic Braaapp*, pp 8-9, May 2005.] While this method may be of little help in the midst of a packed professional football stadium, we would speculate, based on your kicking per-

formance, that you won't have to worry about this issue much longer.



Dear Editor,

Ah'm a-hoping y'all kin hep me out with some mem'ry tricks. Seems like y'all kin remember all them tricky car names o' yer Triumphs. Ya know, like TR2, 3, 4, 5, 6, 7, 8, 9. I reckon sometimes I misremember that kinda stuff an' ah sure would 'preciate any advice.

RP, Austin

Dear Rick,

While memorizing a long series of unrelated numbers is a challenge for us English Major types, we have to admit that the sequence 1, 2, 3 strikes us as fairly straightforward.

Nevertheless, we have three suggestions which might be of use in your pursuit of improved recall.

- 1) Perhaps as a man of faith, you might best be served by seeking guidance from the Scriptures.
- 2) Certain nature herbs from the Ginkgo biloba family are believed to produce improved recall.
- 3 uh, oops - We'll have to get back to you on #3..



"How'd you like to go out with a bang?"



**2012 ISOA
BOARD OF DIRECTORS**

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Mike Blonder*
Terri Underhill

Ed Note: Officers for 2012 will be determined at the January board meeting

*past president



DECEMBER MEETING NOTES

BY ISOA SECRETARY

PETER "MAESTRO" CONOVER

Since President Roman Hrynewycz was somewhat under the weather and had opted to stay at home, lest he infect us all with whatever bug he had, the December meeting of ISOA was called to order by Vice-President Jay Holekamp around 7:00 pm. After introducing the current Board members in attendance, Jay welcomed new member Jim Cosario, who has a '74 TR6. Jim clarified his introduction to the Club indicating that he is an acquaintance of George Grumbos, an admission that may well have earned Jim his first Boomer.

Jay invited Joe Pawlak to speak on the continued availability of John Macartney's book, *Turn Left at the Pacific*, featuring the names and photos of many ISOA members and also of 2012 ISOA calendars. Jay then announced to the Club that we would shortly be sending our official letter of intent to host the 2015 VTR Convention. Bob Streepy gave an update on the current operations of SNIC BRAAAP, this very newsletter. As always, editor Bob welcomes any kind of contribution from Club members, and as we are now in the possession of dictation software, it's possible that you may not even have to type it.

In the Project Updates segment, Kim Casper announced that he has made progress with his Spitfire engine and transmission, and Ed Klich showed off his beautifully refurbished TR6 carburetor set which he had just received. Jack Billimack showed off the leaf-spring bender, a new Club tool fabricated by Steve Yott, which Jack had used to reinstall the springs on his Herald. Jack also reported on the updated engine and disc brake installation ongoing with the Herald.

Dave Kayson reported on a TR250 he recently purchased (sans title) in Chicago, and Dennis Delap spoke about 3 Volvo P1800's that he acquired. Dennis was able to tell an intriguing story about how the former 82 year old owner happened to have 3 cars of the same model and his plans for restoring at least 2 of them. As these cars are both "S" (for Sweden) and "E" (fuel injected), Dennis also explained some of the differences in the P1800 variants.

In recent past events reports, Denise Allgaier spoke enthusiastically on the carting event earlier in the day at Melrose Park Grand Prix. About 8 drivers from the Club participated, and Denise humbly considered herself the "most improved." When it was reported that one of Mark "Silo" Fisher's car broke down multiple times, it was surmised by some what the true cause of the supposedly cursed LeMons car's maladies may actually have been this past year. Ed Klich and Joe Pawlak reported on the recent Body Clinic. It was well-attended (there being absolutely no food left over from Kathy's succulent lunch), and the main difficulty was covering the wide-ranging subject matter in the time allotted.

Mike Blonder spoke of ongoing plans for the Big Bash to be held in January, encouraging members to combine their payments with the 2012 dues, which can now be paid to Kim Jensen. Jack Billimack ran down a list of some future events, adding that the "Events" section of the Club's website is always the best place to look for the most up-to-date information on them.

Being the holiday season, Bob Streepy, one of the main Spinal Tappets lyricists, presented a holiday-themed TRiumph parody version of Da Yoopers parody song *Rusty Chevrolet*, to the tune of *Jingle Bells*. In Bob's version, with instrumental accompaniment supplied by yours truly, the song was Rusty 4A.

Being December, elections for the 2012 ISOA Board of Directors were held. The election segued seamlessly into the meeting's break, which gave some of us on the current Board time to count the votes. After the break, in proof of the adage that "the more things change the more they stay the same," or "meet the new boss, same as the old boss," it was announced that the Board remains unchanged for 2012. Thanks to all who participated, especially to those nominees who were not elected - this year.

Kim Casper announced that he has available for sale a GT6 engine, transmission, and parts. Lars Sullivan has available a variety of TR3 "shiny bits," and Jack Billimack has a '70 Spitfire frame, as advertised in the December Snic Braaapp. Jack also announced that former member Marv Goeke is selling his '74 TR6. Al Christopher is contemplating producing a run of blue speedometer "dots" (high-beam indicator light lenses), and would also consider producing more red dots, if there is sufficient demand.

The monthly raffle was drawn by Joe Pawlak, and was won by Mike Blonder.

There were no valid nominees for this month's Boomer award. For this month's Peter M. Roberts award, Dave Kayson nominated Jay Holekamp and Bob Streepy for their help with his new TR250, and Denise Allgaier nominated Rick Paulsen for looking at her clutch. Even though Rick didn't actually do anything to her clutch [so far] he won the award in a landslide.

The meeting was adjourned at around 8:30.



Maestro



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.*

•**Wanted:** Usable transmission for '74 TR6. Larry Brown [brownlar@msn.com] [11/11]

•**For Sale:** Spitfire Mark IV frame. Good condition. Jack Billimack 815/341-2810 - jbillimack@comcast.net [01/12]

•**For Sale:** 1976 TR6 - new redlines, new top, new tonneau cover, 104m miles, runs great, tan interior, original white paint. Asking \$10,900. Marvin Goeke - ph. 708-848-3950 or 708-642-4847 [01/12]

•**For Sale:** Two GT6 2.0 litre engines, 1 GT6 non O.D. transmission, Misc. GT6 parts. Kim Casper - 267/939-5463 kimcasper@wi.rr.com [01/12]

•**For Sale:** Spitfire Mark IV frame. Good condition. Jack Billimack. 815/341-2810 - jbillimack@comcast.net 12/11



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
 Tim Wietlispach 1/05
 Denise Gobberg 1/06
 Bonnie Bulfer 1/06
 Josephine Barrett 1/07
 Jeff Rust 1/08

Kathy Pawlak 1/11
 Kep Preble 1/11
 Dave Zink 1/18
 Mike Konopka 1/18
 Dennis Hill 1/22
 Rick Paulsen 1/23



NEW MEMBER

Jim Casorio
 1611 Moore Ave., Streamwood, IL 60107-3038
 H: 630 830-6571 - EMail: jcasorio@att.net
 74 TR6

MEMBERSHIP COUNTS:

182 memberships - 245 members

F.Y.I.

The Dec. 12 issue of Autoweek reports that at the RM auction in London, three Triumph TRs [billed as 'property of a gentlemen'] were sold.

- 1959 TR3A @ \$59,506
- 1962 TR4 @ \$54,096
- 1967 TR5 @ \$52,293

Not too shabby for a TR3 which had the wrong front clip and a TR5 with the wipers on backwards.

In Memoriam

Regrettably it is our sad duty to announce the untimely passing of Nancy Aldridge. Nancy was diagnosed with cancer in early December of 2011 and passed away on December 14th. She is survived by her husband of 39 years, Jim and by sons James Adam (Shannon) and Aaron (Colleen), in addition to grandsons Connor, Payton, Alexander, Jake, Brady and Ryan. Donations may be made to the American Cancer Society. Services have been held.





1934 Triumph Dolomite Supercharged Straight Eight

Two new triumphs from Triumph

WHAT DO YOU WANT FROM A SPORTS CAR? Performance and safety? Reliability and comfort? Read how the new Spitfire MKII and TR 4A give you it all.

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The Triumph Spitfire has proved that you can have four wheels and all. A potent sports car, the Spitfire MKII has a completely new engine and a completely new chassis. The TR 4A has a completely new chassis and a completely new engine.

—RELIABILITY AND COMFORT
The Spitfire MKII has a completely new chassis and a completely new engine. The TR 4A has a completely new chassis and a completely new engine.

Triumph Spitfire MKII
Triumph TR 4A

You'd act sassy, too...if your name was Spitfire.

If you can't blame a Spitfire for being exuberant, it simply outclass everything in its price league. Start one up. You're doing \$0 in 12 swift seconds. Top speed is well over 90.

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Big Mother.

Triumph TR-6

ISOA ON THE WORLD WIDE WEB

You can always get the latest news directly from the ISOA web site: <http://www.snic-braaapp.org>
 To subscribe to the ISOA electronic mailing list email thebujas@comcast.net

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



JANUARY 2012

THINK SPRING!!