



# SNIC

# BRAAAP

## FEBRUARY 2012

Vol. II Issue No. 487

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

## Happy Hero's Hectic Holiday Hangover Hassle

TEXT BY JACK BILLIMACK AS TOLD TO BOB STREEPY

GRAPHICS BY THE AUTHOR, PETER CONOVER AND KIM CASPER



ON AN UNSEASONABLY PLEASANT JANUARY 1, SOME 19 CARS rang in the new year by participating in the annual Outer Drive Hero's Hangover Rally [official motto: **The best rally so far this year**] held in the Windy City. Among the ralliers were three entires driven by Coventry Irregulars. The ISOA members in attendance were driver Jack Billimack and navigator Mark Hattenauer, Kim and Judy Kasper, and Peter Conover and wife Christie.

This event has been held on New Year's Day for more than half a century. Legend has it that the event originators were made up primarily of Korean War veteran Top Gun types who opted to ring in the new year by racing up and down the semi-deserted concrete canyons of the city of broad shoulders in their sports cars in the mid 50s. The event has historically consisted of locating various and sundry obscure locations in Chicago, and it

culminates in a late afternoon meeting to compare notes at a predetermined watering hole, at which time the participants ridicule those who were unable to locate the arcane sites on their instruction sheets.

This year's rally got underway shortly before noon at Northerly Island. Despite the unusually pleasant weather [upper 30s with very strong winds], there was only one special-interest car, an electrically powered Tesla. This year's rally master was Larry Claypool, who is best known to members of ISOA for organizing the Orphan Auto Show sponsored by the Corvair club each summer. For reasons known only to long-time rally masters, Larry decided to hit a few golf balls into Lake Michigan, at least until the Park District Security arrived. It was abundantly clear that the officers took a dim view of this tradition, and Larry put his driver away without any prompting from the police.

*continued on page 2*

### INSIDE YOUR FEBRUARY SNIC BRAAAP

- Flash Braaapp - Ice Racing on Silver Lake
- Elwood Inducted into VTR Hall of Fame!
- Valentine's Day Auto-Erotica Adults only!
- "Vin"formation

*Lots More Stuff*



*continued from preceeding page*

The theme of the 2012 rally was "Short Streets," loosely defined as 1-2 block thoroughfares that are not too familiar to anyone outside the immediate neighborhood, in other words, most of Chicago. In the past, the rally has focused on famous Chicago taverns, breweries, houses of ill repute, hotdog stands, etc. The goal of veteran participants is to identify many of the locations on a rally sheet, without naming them all. The rationale behind this thinking is to avoid actually winning the rally, lest one be assigned the task of organizing it for the following year. That being said, Jack "Spuds"

Billmack with rookie navigator "Painless" managed a very respectable eighth place overall finish [19/100 coorrect] piloting their specially prepared Honda Odyssey van. Kim and Judy in their Ford Escape and Peter and Christie in their Mini managed to tie with each other [13/100] and came in a placing a respectable 19th and avoided the humiliation of coming in at the bottom of the leader board. Veteran rally participant Jack Billmack observed that unlike previous years, the downtown section of Chicago was more crowded than in the past, possibly a result of the pleasant weather, which resulted in the participants' low scores.

At about 3 PM, the 40 or so people convened at Connie's pizza on Archer Avenue to compare notes and commiserate over a meal and drink's [so much for the New Year's resolution]. The 2011 rally was won by Suzy Smyth, Michelle O'Connor, and Katy Prendergast (after three years of placing third, while actually trying to win the event)

Following the awards presentation, first timer Mark Hattenhauer summed up the event by describing it as being "a nice day." When you stop to think about it, that's about as good as it gets for early January

*A chronicle of this rally from half a century ago appears on page 10.*

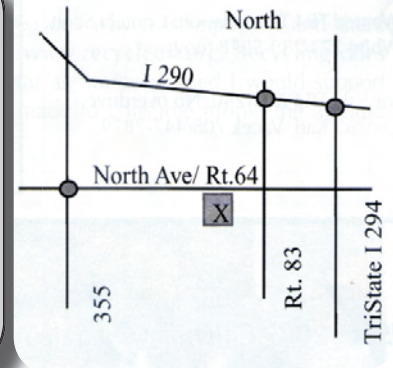




## ILLINOIS SPORTS OWNERS ASSOCIATION

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.**

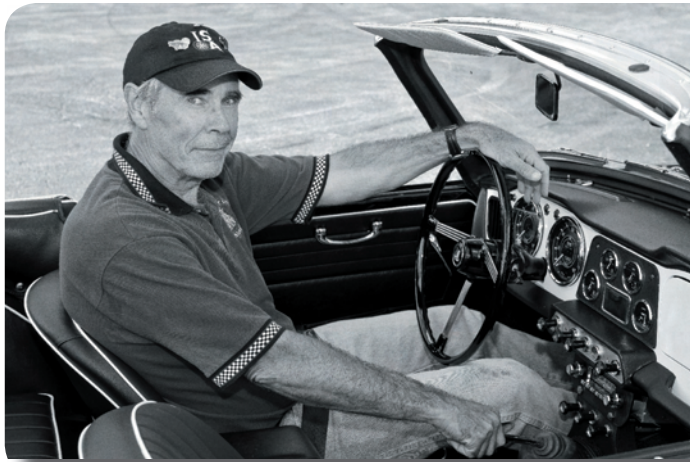


## ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
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] <b>[NOT THE FIRST SUNDAY]</b>
	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	DISTIRBUTOR CLINIC - PAWLAK'S, 14N640 ENGEL RD., HAMPSHIRE
	27-29			THE MITTY ROAD ATLANTA, GA - <a href="http://www.themitty.com">http://www.themitty.com</a>
	31ST	SAT.	4:00 AM	HOUSE ON THE ROCK TOUR
MAY	5TH	SAT.	8:00 AM	TUNE-UP CLINIC - FISHER'S SHOP, 1114 RAIL DR., UNIT C, WOODSTOCK
	6TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA	SAT.	8:00 AM	SPRING BREAKFAST TOUR
	27	SUN.		CHAMPAGNE BRITISH CAR SHOW
JUNE	3RD	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	16TH	SAT.		BREAKFAST RUN TO BLACK HAWK FARMS & CAMPOUT
	17TH	SUN.		WISCONSIN BRITISH CAR FIELD DAY - SUSSEX, WI
	20-23			TRA NATIONAL CONVENTION, LITTLE SWITZERLAND, NC
	29TH	FRI.		DRIVE IN MOVIE NIGHT - CASCADE DRIVE IN THEATER, WEST CHICAGO
	TBA			MICHIANA BRITISH CAR SHOW, SOUTH BEND, IN.
JULY	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	8TH	SUN.		MAD DOGS & ENGLISHMEN BRITISH CAR SHOW
	29TH	SUN.		OUTING TO RAVINIA

**ISOA MEMBERSHIP:** Being a member of ISOA is easy! Owning a Triumph is optional; you can drive whatever you want. All you need to do is pay your annual dues of \$25.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

Send check to: Tim Buja, 1173 Butler Road, Rockford, IL 61108-4702



A LITTLE BS FROM BS

NEWS AND VIEWS FROM  
THE BUSTED KNUCKLE GARAGE

BY SNIC BRAAAP EDITOR BOB STREEPY

WHILE WE HAVE OFTEN DECRIED the unsolicited intrusion of cyber technology into our daily lives, we must confess that there are occasions when the assault of the high tech world is, indeed, somewhat fortuitous.

Faithful followers of this column may recall some scribblings from December, 2010, when we described to our utter amazement an e-mail from a gentleman in Texas who had discovered the title to my TR4 stuffed between the pages of a Pontiac shop manual he found in the trunk of his car. Coupled with that information and in subsequent correspondences, I was able to establish the identity and location of the car's original owner – one Archie Julian.

After tracing his address to Queensland, Australia, I mailed a letter to Mr. Julian some time ago. I received no reply, however, and assumed that either my information was incorrect or he had no interest in discussing a car he owned forty years ago with a total stranger. However, in the midst of a fit of boredom, I decided to make one more attempt to contact my beloved TR 4's original owner. Through some googling, I was able to come up with an e-mail address, and low and behold, a few hours after hitting the send button, I received a reply from Archie.

He was extremely accommodating and provided me with a lengthy e-mail about his tenure as steward of

LaMont. To my surprise, he was not the original owner; but in fact, the second owner. In January of 1964, he purchased the car when it was about six months old car through a classified ad in the *Chicago Tribune* from one Pete Sailer. Archie did own the car for about four years until November of 1967

when he was involved in a serious accident.

He went on to explain to me that he could recollect several memorable incidents of his experience behind the wheel of the TR. On one occasion, he recalls driving to Minneapolis in the winter of 1965 when the temperature hits some 40° below zero causing the battery to split and spill acid on the battery box. I can confirm this by virtue of the fact that the only rust on the car was in that exact location. There was another incident where he was going about 20 mph down an icy street, when the car lost all traction and slid a half block until it smashed into a tree, causing a big dent in the hood. He also wrote of the time in March 1965 when he and a buddy took the car to Acapulco. He hit an icy patch on a road in the mountains of Arkansas. The rear end swerved right a bit, then left until the car was going backward at 60 mph. He wrote, "As trees and power poles whizzed past my window backward, the car spun back forward again, and I discovered the joy of recognizing my personal relationship with God..."

He also described another fender bender. "I was coming around the inside cloverleaf ramp from northbound Torrence into westbound I-80, when the rear end broke loose and clipped a marker for the edge of the pavement and dented the rear bumper in the side behind the wheel."

His most vivid recollection was when another car ran a stop light coming off Lake Shore Drive and T-boned him. It was this collision that took the TR four off the road for 41 years. He wrote, "In October 1967, I was traveling around the Museum of Science and Industry at

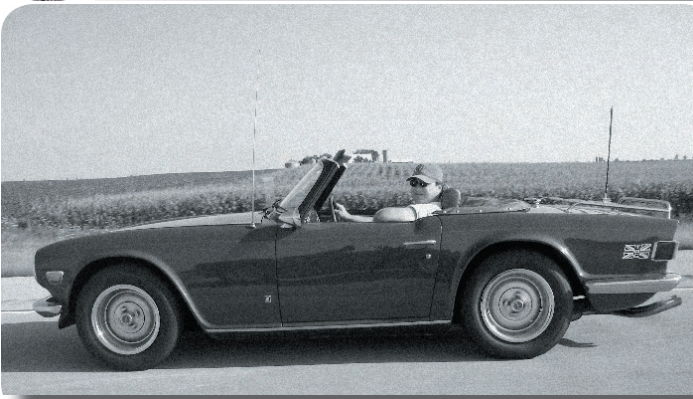
its northwest corner where Cornell Drive turns into 57th Drive, and I signaled left to turn into Hyde Park Boulevard. Half-way through my turn, this guy came out southbound from the stop sign on Hyde Park Blvd. to turn eastbound on 57th Drive, and he T-boned me, smashing the driver's side. I believe the name of the guy who hit the me was named Jay Sullivan. I think he moved to California. My lawyer had health problems and missed the court date, so the case was dismissed."

Archie went on to tell me that in its day, the TR for was a relatively high performance car. He claimed that he frequently topped the century mark while racking up the roughly 12,000 miles on the odometer at the time of the accident. He explained, "About January 1966, I had the 2.2 litre engine liners installed by Bob Lester's Foreign Car Hospital in Hyde Park. I believe the original displacement was an even 2.0 litres, so this amounted to a 10% increase. The next time I took the car into Ford for maintenance, the mechanic's eyes really lit up when he took the compression readings, and he exclaimed he had never seen such great compression."

Archie and I have exchanged several e-mails over the last few weeks, and he has been most gracious in providing me with answers to questions that I had about his tenure as LaMont's principle custodian. I have sent him some graphics and provided him with some of my scribblings on the restoration, and he appears to be genuinely interested in the restoration. None of this would have been possible 10 or 20 years ago prior to the widespread advent of cyber communication. Sadly, Archie has no photos of from the time of his ownership of the TR four, since, as was often the case at that time, to him it was just a car and there seemed little reason to archive any images of it.

While Luddites everywhere disparage the encroachment of e-mail, Facebook, Twitter, etc., we must confess that without these kinds of communication systems this connection with Archie and Lamont's roots would never have been possible.

*Suds*



ROAMIN' WITH ROMAN

BY ISOA PRESIDENT  
ROMAN HRYNEWYCZ

**A**S PRESIDENT OF ISOA, ONE OF MY biggest responsibilities is writing this monthly column. You may think to yourself that this must not be a big deal, since even if someone does read one of my articles, it only takes a few short moments to get through this drivel. While it is true that my columns are short and getting shorter each month, the task behind creating them is a daunting challenge that may take hours of toiling over a hot computer keyboard to compose. I was hoping that after serving as president for a full year, this task would become easier, and I could knock out something profound in a few minutes. OK, maybe not profound but something worth reading and at least mildly entertaining. Well, I would tell you for me, it has not. Since starting this job I have discovered a new apprecia-

tion for all of those men and women who endeavor to make their careers as creative writers and columnists and why I did not. To have something of interest to convey daily or even weekly is remarkable, let alone try to craft a novel or a series of them. I struggle with trying to come up with one possibility every month. Sure there are times that the ideas flow forth, and I can get something written out in a hour or two, but then there are other months where nothing comes to mind, and the editor in chief has to send along some terse e-mails to prod me into action. I find that this month is of the later type where a brilliant idea is yet to slap me in the face. As I am writing this, we are in the middle of winter and have just gotten through the holiday season. As a very active car club, this is the time of year that we have very few if any activities plane. Consequently, it's just not a very topic-rich environment. With the holiday season, everyone is kept busy with family and other obligations and the club really does not do much as a rule. This has left me struggling for a subject or two to try and entertain the one or two of you who actually read my column and to make Bob happy so that he does not

have to kick me in the rear to get my submission.

Recently, I have had the opportunity to read several other newsletters from other car and special interest clubs. I have to say that we are very blessed to have the quality of newsletter that we do. The ones that I have read have been very bland and have seemed to be written in accordance with Robert's Rules. You know what I mean. The president's column basically read like the minutes a formal board meeting with a detailed description of what Mr. Smith or Mrs. Jones did in the past month. It was a struggle to read them in their entirety. Thank goodness they were short. Bob Streepy has set the bar rather high with the quality, information and entertainment value of SNIC BRAAAPP, and we should be grateful for all of the time and energy that he has expended on making this publication something we all like to read.

So, now that you know my dilemma, [or at least a few of you do] and if anyone has some ideas of topics that may be of interest and something that practically writes itself, send me an e-mail so that I can at compile a list of things to consider writing about to get through the rest of the winter. Once we start readying our cars for the events of 2012. I am hoping that the topics will begin to flow again just as water flows due to the spring thaw.

**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, Roman Hrynewycz, John Paul, Don Hayward



Murray Bruskin recently provided SNIC BRAAAPP with a large collection of vintage periodicals from the 50s, 60s & 70s. Among them was the May 1956 issue of *Road & Track* which featured an article by the late Roy Fleishman on ice racing held at ISOA's unofficial home-away-from-home - Silver Lake, WI.



**T**HE SECOND RUNNING OF THE LAKESHORE Car Club's sports car ice races took place with the thermometer hovering around the zero mark, in contrast to the 50-degree weather that almost drowned out last year's event. However, the temperature apparently affected the five thousand spectators more than it did the field of sixty entries, as most of the drivers stayed right on the ice of Silver Lake, Wisconsin, from the time practice opened at 9 A.M. until the finish of the feature race, which ended with the onset of dusk. The 1.8 mile course laid out on the icy lake surface would have been considered sufficiently challenging were it a dry-land road course, having a .6 mile straight, as well as a hairpin turn, a reverse S and several 90-degree lefts and rights. Several days of zero weather left the ice hard for the sand (applied by hand after the sanding truck fell thru the ice) to bite into it, and after several laps of practice the turns were quite interesting, the snowbanks surrounding the course being regularly adorned by cars whose drivers' enthusiasm was not equaled by their cars' adhesion. Crowd control was handled by uniformed personnel of the Racing-Kenosha Squadrons of the Civil Air Patrol, who sponsored the event. Spectators were able to park their cars

in a plowed-out track that circled the sanded track close to the shore line, following the progress of the races on their car radios rather than via the public address system.

The first event, The Kenosha News Trophy Race for novices, fielded eighteen sports car drivers who were getting their first taste of racing the hard way. The five-lapper was under way with a pace lap and flying start, as were the four other races on the day's card, and the Jaguar of Harry Jenkins, Wauwatosa, Wisconsin, although threatened at all times by the Porsche of Ray Olson, Park Ridge, Illinois, was never headed. Third spot went to Morrie Keyser, Chicago, while Dr. Joe Vielle worked his way thru the spinning pack to nail down fourth spot. Race two, Class F Production, was a ding dong seven-lapper that saw the lead change place each lap between the MG's of three Milwaukeeans, Sterling Albert, Dick Voge, and Walt Mayer, who finally finished in that order. The Volkswagen contingent, competing for separate silver, had its dozen entrants led home by Fischer, Hiss and Pergantis.

In Race 3, for Production Cars 1300-2000 cc the slick ice of the course began to take its toll of the brave, the two previous event-having swept the corners bare despite the vain efforts of the Lake

Shore impressari:-to spread sand by hand between races. The stepped-up pace of the faster cars and more experienced drivers left several who seemed to be in a challenging position vainly spinning their wheels in the snowbanks. The Porsche Speedster of Fred Vetter, Milwaukee, after leading for six laps spun out in the hairpin turn and relinquished the lead; to Ed Burman of Kenosha, who had bee-threatening throughout. Burman held the lead carefully for the last two laps, although Vetter recovered to cinch second place or... a few lengths behind the leader. The Speedsters of George Reed, Midlothian, Illinois, and Ruth Levy of Minneapolis meanwhile were having their private dice for third spot, which went to Reed by a narrow margin.

The fourth race, for Production Cars over 2000 cc by marque, featured a thrilling battle between the 300-SL's of Ed Crawford and Bill Victor, two Midwesterners well known on the sports car scene. The cars were seldom more than a few lengths apart, and as they roared into the final turn before the finish line, both tried to occupy the same spot simultaneously, an expensive ambition with high-priced German machinery. The checkered flag fell first for Crawford for Class and Overall, with Victor second. Reed's SL was third of that marque. Jenkins led home the Jaguars, with Ed Krause of Milwaukee second and Roy Fleishman, Kenosha, third. Keyser's A-H led the British Class D Group.

The C.A.P. Trophy Race, the 15-lap feature event for all classes, had the crowd out of their cars and cheering lustily as a slam-bang three-way duel for top honors developed between the





battered 300-SL of Bill Victor, who was striving to stretch his last year's win to two in a row, Don Skogmo, Minneapolis, whose perennial Chrysler-Al-lard is always a potential threat in the Big Iron Class, and a newcomer, Bob Loudon of Aurora, whose superb handling of a Nash-Healey received much favorable comment. Skogmo managed to remain in front of the SL for all, but three of the 15 laps with Loudon shifting from second

to third spot thruout. As they neared the final tight turn before the finish line in a closely-bunched group, it became a question of who would back off first for the hard V turn. Probably the person most concerned with the answer was the driver of a supercharged MG who had just set up for the now slick corner and suddenly found himself being overtaken and lapped by three monsters all of whom spun out. Skogmo was the first to

recover, although the bottom and cockpit of the Allard could be seen flaming merrily from where a snowbank had ruptured a fuel line against the exhaust pipe, and thus made a literally blazing finish to win, closely followed by Victor and Loudon, giving the latter first places in Classes D and C respectively. Class F honors went to Bill Wuesthoff of Milwaukee in an MG.



*At the 2011 VTR Convention, the VTR Board announced the new VTR Hall of Fame and named*

*eleven members to the Hall, including ISOA's own designated curmudgeon Irv "Elwood" Korey In his acceptance letter to VTR Irv wrote:*

**A** FRIEND WHO CAME HOME FROM college with a TR3 introduced me to Triumphs in 1972. Once I drove his car, I had to have one. I went through a TR3 and 2 TR4s, all of which were worn out rustbuckets in very bad condition and way beyond my meager mechanical capabilities. Bought a beautiful '67 TR4A solid axle car early in 1974, and joined ISOA that year. I loved that 4A so much that I decided I had to have a brand new TR6 while they were still available. I sold the 4A (still regret it 37 years later) and bought CF22767U, a Pimento/Black '74 TR6.

I love it just as much today as I did when I took delivery on September 20, 1974. Included with my new TR6 was membership in the TRiumpH Sports Owners Association, the factory backed TRiumpH club.

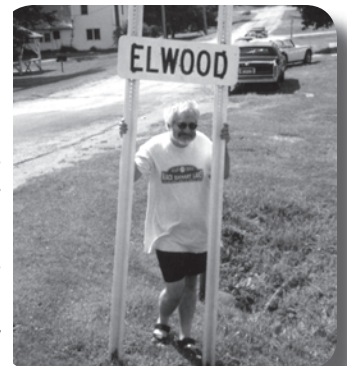
In 1976, ISOA hosted the first North American Triumph Challenge. That was the year I met Mike Bilyk. North American Triumph Challenge events alternated between the Chicago area and the Detroit area for several years, and then became one with the VTR National Convention. I became a VTR member in 1980, when the Triumph Sports Owners Association went away and all TSOA members were welcomed into VTR.

The TR6 and I have been to Texas, Georgia, North Carolina, Ohio, New York, Maine, Wisconsin, Minnesota and Michigan. It has never occurred to me to not go to a VTR National Convention, no matter the location. I have flown to several, but I haven't missed any, and I've enjoyed them all. This past August, the TR6 and I went to Breckenridge. It was the third time my TR6 and I have gone

to Colorado together. As of now, my TR6 is an un-restored driver, but it isn't original. I hope to start a body-off restoration in 2012.

In addition to VTR Conventions and ISOA events, I attend many vintage races, especially those with a high number of Triumph competitors. I also vintage raced a TR4 from 1999 through 2005. That car was beautiful and fast, much faster than the driver. It now resides in Olympia, WA.

I am grateful to my friend for introducing me to Triumphs and for helping me get involved with these addicting cars. I have made many great friends in the Triumph community and have had many great experiences. I have one more thing to be grateful to my friend for. He introduced me to my bride.





*The December Historic Vehicle Association newsletter included the following article by John Paul on the importance of making sure your VIN number is correctly recorded at the DMV. It is reprinted here with permission from the publisher.*



VIN-FORMATION: HOW ONE WRONG NUMBER CAN CAUSE A HEADACHE AND TIPS ON WHAT YOU CAN DO ABOUT IT.

**T**HINK OF IT AS THE AUTOMOTIVE equivalent of human DNA. A vehicle identification number is an alphanumeric identifier that tells everything about a vehicle's unique history. A VIN can unlock secrets about a cherished car or truck. But, as this story illustrates, it can sometimes make for a big hassle, too.

For most, a vehicle identification number is little more than a jumble of letters and digits that have no bearing on their use and enjoyment of a favorite vehicle. The smallest error in the VIN, however, can lead to unwanted headaches when it comes time to register your vehicle.

Take the case of one Canadian historic vehicle owner who recently contacted the HVA office looking for help with a cross-border registration problem caused by an inaccurately-recorded VIN.

#### WRONG NUMBER WOES

It started with the purchase of the vehicle in California over eight years ago. The vehicle was then transported north of the border into Ontario. The importation process went smoothly with no one—not the vehicle's new owner nor the agents in Canadian customs—noticing any errors associated with the vehicle's VIN.

But when it came time to re-register the car, the VIN on the California DMV title documents and that on the vehicle itself did not

match. The VIN on the title from the California DMV had an additional "0" not present on the actual VIN plate on the vehicle.

This tiny inaccuracy turned into a big problem after the Ontario Ministry of Transport informed the buyer that the VIN was, in fact, incorrect and would need to be corrected prior to being able to register the vehicle in Ontario.

Naturally, the next call made by the owner was to the vehicle's place of origin, where the news got even worse. California officials insisted the vehicle would have to return to the state for a full inspection—not a feasible option for a car sitting halfway across the continent in Ontario.

#### VIN-DICATION

After multiple visits to the Ontario Ministry of Transport, the owner was informed that his only remaining option was to have the vehicle inspected and the VIN confirmed by a national automobile club or similar organization. Enter the Historic Vehicle Association's Canadian representatives.

Upon learning of the situation following an email from the vehicle's owner, Nigel Matthews, the HVA's Canadian correspondent and President of the Specialty Vehicle Association of British Columbia, was sure he could help.

As the North American representative for FIVA, the HVA qualifies as an acceptable organization to verify the VIN's accuracy and authenticity. By providing the Ontario Ministry of Transport with a photograph of the VIN plate and a letter confirming its accuracy, a locally based FIVA/HVA "scrutineer" dispatched by Matthews was able to provide the necessary

documentation to satisfy Canadian officials and correct the error on the original California DMV title.

#### PREVENTATIVE MEASURES

To help avoid similar frustrations, make sure the VIN on your vehicle matches the VIN on your title paperwork. It can also be helpful to review your VIN using an online decoder designed to help you decipher the alphanumeric code unique to your vehicle. Simple proactive measures like these can often prevent major headaches down the road.

Should you have any questions or concerns, please feel free to contact the HVA at 866.922.9397, or send an email detailing the problem to [info@historicvehicle.org](mailto:info@historicvehicle.org). "scrutineer" dispatched by Matthews was able to provide the necessary documentation to satisfy Canadian officials and correct the error on the original California DMV title.

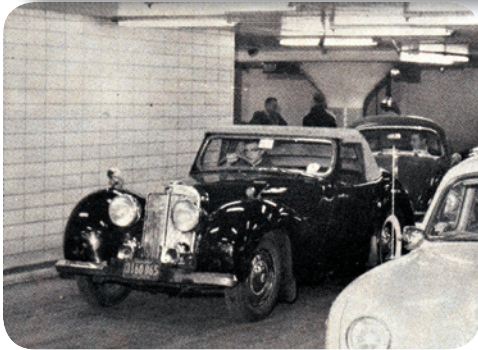
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Below is a 1961 article chronicling the Outer Drive hero's drive on its 6th or 7th iteration [No one seems to know for sure when it started - kind of like ISOA.] taken from the rally's website <http://www.odhdc.org/>. You will note that among the 143 cars registered, a Triumph Roadster pictured below was one of the first cars off. Reliable sources inform SNIC BRAAAPP that it was driven by Mel Merzon



**T**HIS MONTH'S REPORT CONCERNS AN event we can't really call a rally. In fact we don't know just what it might be called. It is put on by sports car enthusiasts, it is attended by sports car enthusiasts, and it has instructions, and it is followed by an awards dinner. Sounds like a rally doesn't it? Well, wait until you hear the rest.

The organization which sponsors this event is called the Outer Drive Hero Drivers' Club. The name of the event is Hero's-Happy Holiday Hang-over Hassle or Happy Hero's Holiday Hangover Hassle. Anyway, something like that. The titles will hereafter be referred to by their initials for the sake of brevity.

Perhaps a little background would be helpful. We did quite a bit of re-search on this and were unable to verify any of the facts including the names of the founders. Actually, we got as many versions as people we talked to. This is what we learned.

One night at a party (or perhaps during a coffee break at the office) several sports car enthusiasts decided that sports car events had become entirely too serious (this was in 1955 in case you think this is a new idea). These enthusiasts, who were probably Gurt Gibbs, Jim Torcaso, Carl Larson and/or Dave Matheny, decided to found ODHD. They dedicated it to "the serious sports car driver who has become too damn serious."

The club has no by-laws, no officers, no meetings and sponsors only one sports car event, HHHHH. Naturally, this event takes place on New Year's Day. The winners of each year's event

are responsible for the next year's event. Everyone who has ever entered the New Year's Day event is a member of the club. No one has ever been able to resign from the club,

On Memorial Day and Independence Day picnics are held for members of ODHDC which feature such events as a butterfly catch, frog jumping contests (with frogs running in classes, production and modified) and the Little Red Wagon Rally (in wagons). An Infamous Past At any rate, ODHDC has a long and infamous past, predating even the Madison Avenue Sports Car Driving and Chowder Society. Incidentally, each HHHHH is officially sanctioned by Art Peck.

Meanwhile, back to HHHHH VI held on January 1, 1961. 143 cars containing approximately 300 people arrived at the starting line—on New Year's Day yet! After filling out score cards which had spaces for the navigator's bust measurement and temperature (the air? the driver? the car?) and after receiving four envelopes marked A, B, C and E the cars lined up to go.

You may already be getting the idea that this is some sort of contest between committee and entrant and you are right. Devious thinking is the order of the day. Q: Why was there no envelope D? A: No reason. Q: Why did envelope A contain instructions which gave a choice of average speeds, a choice of directions at each turn and a mileage check which could be either 2.5 miles or 10.0 miles? A: It didn't make any difference what you did.

About the 10th instruction said to open envelope C which contained a crossword puzzle. On completion of the puzzle we discovered that we were to open envelope E. One pair opened the wrong envelope and found a message informing them that they had goofed and might as well go to the end. True to the spirit of ODHDC they found a store which sold similar envelopes and crayons, repaired the damages and continued on their way to come in among the top ten.

You're wondering what was in envelope E? It was a map of some Chi-

cago postal zones and some instructions. The committee felt sorry for us. We were probably thirsty and didn't feel like riding around all afternoon looking for street signs. All we had to do was get stamped cash register receipts from five taverns beginning with the letters O, D, H, D and C in the postal zones designated on the map. We must report to the finish line exactly four hours after our starting time. So off we went for an interesting afternoon of discovery. Did you know that Herbie's Bar still serves a free lunch with a 15 cent beer? Some bartenders don't know what postal zone they are in. Some bartenders don't understand why you have to have a cash register receipt for a package of gum. They still don't understand even after you explain patiently. We didn't understand what to do about mileage which the general instructions said was very important. No one checks the mileage so we can lie about it but we don't know which is the right lie. Finally we have our receipts and it is time to go to the end and find out panicked by a 1 pound note or a 10 Yen note. No one could figure out how to protest anyway.

The winners were a rakish crew of five headed by Jules Furth, Ken Recu and Roger Dick driving a 1961 Cadillac hearse. We understand that their appearance at some of the neighborhood saloons caused minor panics among the customers. They were comfortable though. The navigators even got to lie down.



Well, that's the way it went. If you are ever in Chicago and you see a car with a plate lettered ODHDC in white on black, you'll know what kind of a nut he is.



*The article below is an encore presentation of a piece that first appeared in SNIC BRAAAP several years back. Not much has changed.*

## THE LAWS FOR BRITISH SPORTS CARS

BY DON HAYWARD

**M**ANY DISTINGUISHED SCIENTISTS HAVE worked their entire lives to try and figure out why British autos never seem to obey any scientific laws known to man.

Most of us are familiar with the physical laws thought up by Isaac Newton, the guy who invented gravity. He said things like 'For every action there is an equal and opposite reaction' and 'if you sit under a tree long enough, an apple will eventually fall on your head, provided you are sitting under an apple tree'

Isaac was considered very intelligent and was eventually responsible for the invention of calculus, which was a new kind of math for people who thought math wasn't already hard enough. He is also the reason why, even today, people who work in apple orchards often wear large, protective hats.

Newton's Laws made sense for hundreds of years, and everybody believed them. They believed them right up until the time when British sports cars were invented, when it was suddenly realized that a whole new bunch of laws was going to be needed.

Many distinguished scientists have worked their entire lives to try and figure-out why British autos never seem to obey any scientific laws known to man.

These eminent scientists, with names like Morris, Healey, Leyland, Mowog, and Murphy, shook the scientific community when they published their new theory of mechanical behavior called THE LAWS FOR BRITISH SPORTS CARS'. Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

### LAW OF PECULIAR RANDOM NOMENCLATURE

'The name of a British Sports Car shall consist primarily of letters and numbers, with said letters and numbers chosen in random fashion so that the resultant vehicle name is wholly devoid of meaning'

This law explains why British cars always have spec-tacularly bad names like 'XKE or worse yet, 'MGBGT.

### LAW OF CRYPTIC INSTRUCTIONS

Any book, manual, pamphlet, or text dealing with the maintenance, repair, or restoration of a British Sports Car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect'

Most people are familiar with this law. Here is an excerpt from page 132 of the MGA shop manual: 'Before rebushing the lower trunion banjos, you must remove the bonnet fascia and undo, the A-arm nut with a \*3 spanner.' All attempts to publish an English-language version of this manual have failed.

### LOVE OF HARDSHIP LAW

The more a British Sports Car malfunctions, breaks, and/or falls apart, the more endearing it becomes to the owner.'

You buy a British Sports Car. You have had it a year and a half and have replaced every item on the car at least twice. When the engine is started it sounds as if someone has thrown a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because 'It is like part of the family and besides, 'It is so much fun to drive'. British Sports Car owners often stare into space and smile a lot. This is referred to as the 'Foolish Person Syndrome'.

### LAW OF NON-FUNCTIONAL ATTRIBUTES

All British Sports Cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except

on a semi-permanent or semi-function' basis.'

### RECENTLY DISCOVERED COMPONENT FAILURE LAW

Any component of a British Sports Car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of the component's existence, when it shall instantly fail'

Case in point 1 have owned a rather natty MGB for six years I never knew there was such a thing as a 'Gulp Valve' until I saw new ones offered for sale by Moss Motors. The next day while driving my MGB to work, the Gulp Valve fell off the engine and was run over by a truck.

I do not know what the Gulp Valve gulps, nor do I particularly care to know, since it sounds messy and dangerous. But I figured I would buy a new Gulp Valve and install it myself. One look at the shop manual and I decided to have somebody else install it (see LAW OF CRYPTIC INSTRUCTIONS, above).

While I'm driving the car over to the local repair establishment, I notice that the MGB is performing just as well as it ever did, and that the loss of the mysterious Gulp Valve has not had any effect on its behavior. I figure this is due to the NON-FUNCTIONAL ATTRIBUTE LAW, which means that the Gulp Valve probably wasn't gulping anything anyway, so I decide not to replace it after all.

Three days later the engine had no more oil in it and promptly seized into a solid mass of metal. The tow truck operator, being ignorant of the LOVE OF HARDSHIP LAW, offered to take the car off my hands for \$100.00. I just smiled.



Chicago's 16<sup>th</sup> Annual  
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# Swap Meet & Auto Jumble

Sunday, February 26, 2012 8:00am - 3:00pm  
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(1/2 mile north of I-55, Rt. 34 on County Farm Rd at Manchester Rd)

General Admission: \$5.00 Free Parking Vendor setup starts at 6am  
For information call Jim Evans 630-858-8192 or www.britishcarswap.net

Annual Swap Meet  
DuPage County Fairgrounds  
Feb. 26, 2012

2012  
Triumph Register of America National Meet  
NORTH CAROLINA

JUNE 20-23, 2012

June 20-23  
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for complete information, visit:  
[GRMSpeedFest.com](http://GRMSpeedFest.com)

The 2012 Classic Motorsports Mitty will also host the Friends of Triumph and their special "Kastner Kup" race, held exclusively for Triumph-powered race cars to honor grand marshal Kas Kastner. The Mitty will be held April 27-8 at Road Atlanta. Contact Irv Korey for ISOA caravan details.

**VTR 2012**  
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OCTOBER 28 NOVEMBER 2

Oct. 28 - Nov. 2, 2012  
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TRials 2012  
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*Sir Bentley Haynes, a distinguished man 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. 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 editor of Snic Braaapp.*

Dear Sir Bentley,

I have only recently joined the Illinois Sports Owners Association, and I am beleaguered at the amount of information that I do not have about club procedures. I would like very much to become "one of the guys," so to speak. How should I go about "getting up to speed" with all of the veteran members?

Very truly yours,  
A. Newbie

Dear Newbie,

*ISOA, in my experience, is a most hospitable and convivial organization. By all means, as a new member I would propose that if you have queries, observations, concerns, or opinions you immediately blast the ISOA e-mail list with whatever strikes your fancy. The old hands like nothing more than to explain procedures that have been in place for decades to new members like you. There is certainly no need to read the newsletter to try to learn any details about who, what, when, or where about things that are taking place. In fact, there is no reason to limit your e-mail posts to the Triumph related esoteria. If you would like to share an amusing anecdote, a YouTube video of water skiing squirrels, or political talking points from the Fox News website, the members will surely appreciate your effort to become "one of the gang."*

*One sure-fire way to endear yourself to the members is to provide yourself with a catchy nickname such as "Captain Fantastic"*

*or "Mr. Wonderful." The old timers, especially like it when people bestow monikers on themselves. As far as meeting protocol is concerned, feel free to speak out on any topic that pops into your mind. Should the club president ask for input from the membership, by all means speak up and let everyone know where you live, what kind of Triumph you have, what your favorite color is, what your mother's hat size was, or anything else that might cross your mind. Also, don't feel the least bit reluctant to nominate someone you hardly know for the prestigious Boomer award. Nothing will endear you more to the membership.*

*Finally, I would strongly encourage you to participate in any of the club driving events. There is no real need to take any preliminary steps to see that your car is in proper running order. If it should break down, you can count on the others in the caravan to happily pull of to the side of the road and provide you with parts while working on your car. In fact, you might even want to show up at the appointed hour on a flatbed and have the car sorted out by the club techspurts on the spot.*

*I'm confident that by following these helpful hints, you'll soon be among the ISOA in-crowd. Or you could do as the father of the groom is usually advised: show, shut up, pay up, and wear beige for awhile until you become somewhat familiar with the club procedures.*

BH



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\*past president



## January Meeting Notes

MEETING NOTES BY

ISOA SECRETARY

PETER "MAESTRO" CONOVER

THE FIRST ISOA MEETING OF 2012 was called to order by President Roman Hrynewycz at around 7:15 pm. A large number of members (*including 4 that had driven there in their Triumphs*) had gathered, likely encouraged by the unusually warm weather, many of them pleased to meet up with fellow members post-holiday. Announcing that, as decided during the preceding Board Meeting, all board positions would remain the same as in 2011, Roman introduced those board members in attendance. There were no new members or guests in attendance.

Joe Pawlak indicated that he was down to the last few 2012 ISOA calendars. He also spoke on the continued availability of John Macartney's book *Turn Left at the Pacific*. Joe mentioned that sales have been good, and he noted that the Red River Triumphs Club in Texas, which played an important role with fund-raising during the TTA Stag project, had, in fact, purchased more copies than ISOA.

Roman then announced to the Club the response from VTR officers regarding our letter of intent to host the 2015 VTR Convention. VTR had requested that for reasons of geographic diversity (specifically, since by 2014 four of the previous five Conventions will have been held in the Western US, the feeling of VTR is that the sooner one is held east of the Mississippi, the happier a lot of Triumph enthusiasts will be) ISOA might consider hosting the Convention in 2014 instead. Roman announced the board's preference to stay with our original request for 2015, primarily because of the consistency of hosting past Conventions every 10 years, as well as allowing us another year

for planning. Toward that end, the board discussed possible sites to hold the convention and decided to get the process started by forming a site location search committee. Bob Streepy will serve as board liaison and any member is welcome to join this committee. Even if you do not wish to join the committee, we encourage members to put forth suggestions on sites we might consider. It was pointed out that even though our midwest geography may not be as stunning as other locations in the US, ISOA has a reputation of hosting highly regarded conventions, and that we certainly intend to do no less in 2015. To accomplish this, we will need the support and participation of many members, and even if you don't opt to serve on this committee, there will be ample opportunities in the coming months and years to make a contribution.

In the project updates segment, Ed Klich has installed his recently refurbished TR6 carburetors and successfully run his engine with them. Kim Jensen, Tim Buja, John Kolton and George Loss all reported on work they have recently accomplished, and Lorrie-Ann Fisher reported on Mark's progress not only with the LeMons car, but also the LoCost project, which had just had its damaged frame straightened.

In recent past events reports, Kim Casper spoke on the Heros' Hectic Holiday Hangover Hassle" rally held as usual on New Years Day. Amongst the 3 teams of ISOA members that participated this year, the team of Jack Billimack and Mark Hattenhauer had the highest score, which placed them at about 7th overall.

Jack Billimack ran down a list of some future events highlighting the Big Bash to be held at the end of January. For those unfamiliar with what exactly the Big Bash is, Terry Underhill gave a quick rundown on what to expect.

Considering that Boomer nominations in recent months have been somewhat deficient, Roman announced a new "incentive" program that we are going to try: The nominator of that month's winning Boomer will now receive a drink coupon. It was suggested that the coupon be redeemed before the end of the meeting, lest the nominee attempt to extract revenge in the parking lot after the meeting.

In the parts for sale portion of the meeting, Al Christopher indicated he has some NOS TR3 transmission gears; Kim Casper has a GT6 engine, transmission, and Spitfire parts; Rich Scholl has a TR4 motor; George Grumbos has TR6 bra; and Jack Billimack has a Mark IV Spitfire frame. Barry Rounds, a non-member introduced by Dave Kayson, announced that that he has a '70 TR6 that he would like to sell, an announcement which seemed to generate quite a bit of interest in the room as we began a short break.

The monthly raffle was drawn by Erin, our superb Mack's waitress, and was won by Jay Holekamp.

Spurred on by the possibility of a free drink, Joe Pawlak, upon learning who had blocked in Kathy's car in the parking lot, nominated Larry Nolan for this month's Boomer award. For this month's Peter M. Roberts award, Mike Blonder nominated Dave Kayson for his help listing his TR250 project on eBay, and Jay Holekamp nominated Jack Billimack for helping install new balljoints on his Jeep. Jack was awarded the Peter M. Roberts prize, and in spite his objections, Larry was awarded the Boomer.

Tim Buja showed off a plug-in battery/charging-system tester that is currently available at Menard's for just about \$3. The meeting was then 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 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](mailto: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:** Spitfire Mark IV frame. Good condition. Jack Billimack 815/341-2810 - [jbillimack@comcast.net](mailto: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](mailto:kimcasper@wi.rr.com) [01/12]

•**For Sale:** 1975 Triumph Spitfire 1500. blue with tan interior, 4-speed trans with electronic overdrive. Rebuilt engine with webber carb. Soft top, hard top, tonneau cover, and parade boot \$4500 847-234-3821 (ask for Greg or Mark) [02/12]



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

- Jeff Lathrop 2/01
- Rich Scholl 2/02
- John Kolton 2/04
- Jim Doering 2/05
- Lee Feder 2/05
- Dennis Heywood 2/06
- Matt Krajniak 2/07
- Joe Kaplon 2/07
- Dan Swanson 2/12
- Joyce Geiter 2/14

- Annie Lathrop 2/15
- Denise Loss 2/15
- Bob Steele 2/17
- Julie Lathrop 2/17
- David Hickman 2/23
- Chris Holbrook 2/23
- Jon Snyder 2/25
- Greg Heidrich 2/28
- Joe Todoroff 2/28



**"IT WAS A LOT OF CAR IN THE BEGINNING AND IT'S A LOT MORE CAR TODAY."** (MOTOR TREND)

That's a rave review from a tough critic: Motor Trend. So when their technical editor said our TR6 (below) is even more of a sportscar than the classic TR2 (above) – both winners in national and international competition – we wanted you to know about it.

But aside from talking about the TR6's heritage, they had a lot to say about the car itself. "There is a feeling of almost awesome solidity, as though

the basic car were carved out of a single block of steel." That solid feeling comes from the TR6's taut, low-built chassis with rugged 4-wheel independent suspension. It's a car for precise driving, crafted by engineers who really understand sportscars.

And the magazine's description of it having "long-legged go-forever performance" from its high torque 6-cylinder engine will be agreed by

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PO Box 200, Monroe, WI 53566-0200  
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70 TR6

**Sneak Preview**

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A little vintage Valentine's Day  
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## THE REAR VIEW MIRROR

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BOB "SUDS" STREEPY'S 1963 TR4