



SNIC

BRAAAPP

MARCH 2012

Vol. III Issue No. 488

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

BIG BASH 2012

TEXT BY BOB STREEPY - GRAPHICS BY THE AUTHOR DENISE ALLGAIER, TERRI UNDERHILL AND PETER CONOVER



ON SATURDAY, JANUARY 21, NEARLY 70 COVENTRY Irregulars gathered at the Elks Club in Des Plaines to participate in the annual ISOA Big Bash, either the last holiday party of the season

or the first, depending on your point of view. The festivities got underway about 6 PM, and the early arrivals munched hors d'oeuvres and swilled cocktails while mixing with one another in the lower level of the Elks Club. Bash organizers Mike Blonder and Terry Underhill encouraged mingling by



asking the revelers to engage in an icebreaker game in which attendees sought the holder of a card that contained a matching set of lyrics from popular rock and roll classics, while a series of Triumph advertising videos assembled by Joe Pawlak ran in the background.

At roughly 7 PM, the wait staff began serving dinner which consisted of soup, salad, and a choice of beef, chicken or fish entrées.

After dinner, club president Roman Hrynewycz took the podium to thank

Mike and Terry for organizing the event and to wish everyone there a happy new year. Your humble and obedient

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INSIDE YOUR MARCH SNIC BRAAAPP

- Hub Clinic Part I
 - Stumpy Goes to AZ
 - 2012 March Madness Brackets
 - Maestro Receives a Major Award
 - Rusty Galore Update
- Lots of Other Stuff**

BIG BASH PHOTO COLLAGE

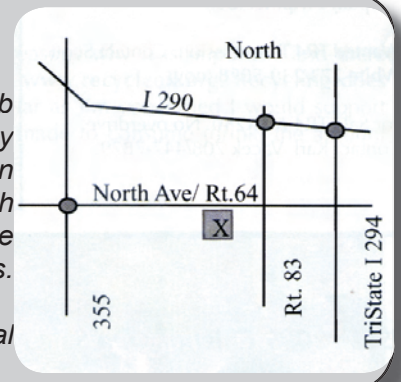




ILLINOIS SPORTS OWNERS ASSOCIATION

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

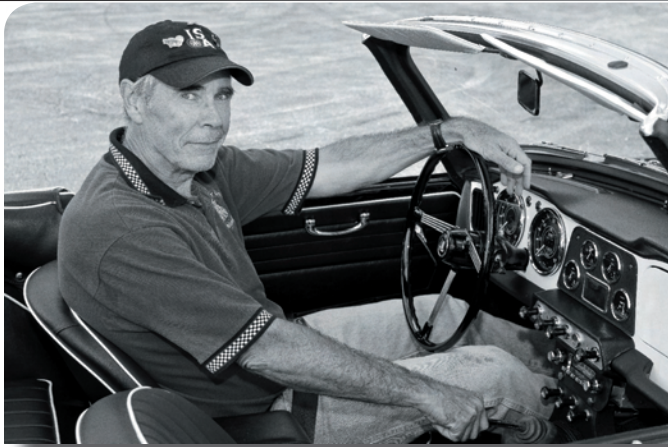
Month	Date	Day	Time	Event
MAR.	4TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	10TH	SAT.	8:00 AM	CARB CLINIC - JENSEN'S, 903 LILAC LN., JOLIET
	17TH	SAT.	3:00 PM	CHILI PARTY - MORGAN'S, 4N154 THORNAPPLE RD., ST. CHARLES
APR.	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	7TH	SAT.	8:00 AM	DISTIRBUTOR CLINIC - PAWLAK'S, 14N640 ENGEL RD., HAMPSHIRE
	21-22			CHUMP CAR RACE AT ROAD AMERICA, "THE GREAT AMERICAN MELTDOWN," ELKHART, WI
	27-29			THE MITTY ROAD ATLANTA, GA - GRMSPEEDFEST.COM
	31ST	SAT.	4:00 AM	HOUSE ON THE ROCK TOUR - DEPART FROM 63RD & COTTAGE GROVE, CHICAGO
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
	19TH	SAT.	8:00 AM	SPRING BREAKFAST TOUR
JUNE	3RD	SUN.		CHAMPAGNE BRITISH CAR SHOW, BLOOMINGTON
	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
	24th	SUN.		25th Annual Michiana British Car Show, St. Mary's College, Notre Dame, IN
	29TH	FRI.		DRIVE IN MOVIE NIGHT - CASCADE DRIVE IN THEATER, WEST CHICAGO
JULY	1ST	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	8TH	SUN.		MAD DOGS & ENGLISHMEN BRITISH CAR SHOW
	15TH	SUN.	10:00 AM	BARRINGTON CONCOURS, MAKRAY MEMORIAL GOLF COURSE, BARRINGTON

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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A LITTLE BS FROM BS

NEWS AND VIEWS FROM
THE BUSTED KNUCKLE GARAGE

BY SNIC BRAAAPP EDITOR BOB STREEPY

IF THE CALENDAR SAYS IT'S MARCH, can spring and its accompanying moderate temperatures be too far away? With the approach of the blessed Vernal Equinox, a Triumph guy's thoughts turn predictably to that of road trips. Even though at the time of this writing the winter of 2011 – 12 has been thus far unusually mild, we still look forward to consistently pleasant weather in order to bask in the glory of driving our beloved Triumphs. One of the things that makes winter in the Midwest tolerable for me is the occasional daydream or fantasy of firing up that vintage Triumph currently in hibernation and heading out onto the open road. With the approach of spring, these fantasies will hopefully soon become reality.

The road trip that I am most looking forward to during the upcoming driving season will, with any luck, take me, Jay Holecamp, and his brother, Harry, to the Little Switzerland region of North Carolina this coming June. We intend to participate in the TRA national convention held near Asheville, and the excitement and anticipation of 2500 miles behind the wheel of my TR4 is quite exciting. This trip will be the first road trip of any consequence for LaMont,

and as a result, there is no small amount of trepidation to go along with the excitement that I feel for this experience.

Over the years, I have experienced the ecstasy of road trips on which everything seemed to go according to plan, as well as the agony of those trips where,

if it could go wrong, it most certainly did. Being somewhat fatalistic in nature, I tend to recollect some of those trips that turned out to be most memorable for their unpleasantries.

My excursion from Breckenridge, Colorado, in 2001 back to Snic Braaapp Towers was one such example. Somewhere in eastern Colorado, Lucille, the Wonder Car [as in I wonder if anyone would ever pay me 20¢ on the dollar for what I've spent on this thing,] unexpectedly lost oil pressure in the very midst of total oblivion also known as Western Nebraska. To drive through that region along with Iowa and Illinois, which is normally quite boring, took on a dimension of excitement, if for no other reason than I was never sure when or if we would make it back under our own power.

Another trip that comes to mind took place in 2004 when my freshly installed five-speed Toyota gearbox began to sound like a grand anvil chorus in a region of southern Virginia that bore a striking similarity to the landscape in which the film "Deliverance" was made. On this occasion, I was also able to make the return trip without incident, although the damage done from a crushed rear trans seal eventually led to the demise of that gearbox a month or so later.

More recently in 2008 while blithely motoring down I-94 on route

to the VTR convention in Ypsilanti, the right rear wheel bearing on Casper, [not the world's nicest TR three just the most expensive], disintegrated causing several moments of abject terror when the rear wheels locked up at 75 miles an hour. Once again through the efforts of my traveling companions and my good friend, the late Mike "Toofus" Mueller, we were able to affect a roadside repair that simply delayed rather than eliminated my presence at the convention. And who among us can ever forget the infamous "Death March" to Mid Ohio?

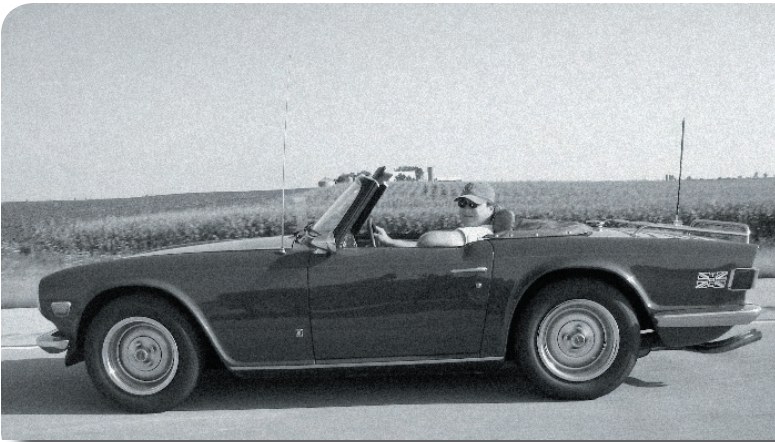
Not all road trip unpleasantries have been the result of mechanical failures. Upon our return from the Six Pack Trials in Townsend, TN, our little caravan encountered some heavy precipitation near the intersection of I-65 and I-80, which prompted the closing of what is normally referred to as the crossroads of America. The resulting unscheduled detour allowed our group the opportunity to take the scenic route through certain areas of Gary, Indiana, which travelers generally do not have the opportunity to see firsthand. It added a dimension of excitement that we hadn't anticipated.

Still, despite the occasional setback or misfortune, road trips are what Triumph ownership is all about, at least in my humble opinion.

So while the last vestiges of winter grudgingly release their grip on the Midwest, we look forward to that right of spring known as the first startup. We will then perform some routine minor maintenance and hope for clear skies and pleasant temperatures as we head out for that first spring road test. After that, it's off for what we hope will be a series of pleasant behind-the-wheel experiences.

Happy trails!

Suds



ROAMIN' WITH ROMAN BY ISOA PRESIDENT ROMAN HRYNEWYCZ

Before dinner at the Big Bash, I was chatting with a couple of the other guys. Since we belong to a car club, naturally our discussion was about cars. The conversation ranged from cars that we had owned, what was wrong with them, and why we sold them. This brought back some memories of my first car. First cars are like first loves, and we all seem to recall both fondly. However, as the years pass, we can actually look at that first car in the stark reality of daylight. Many people have quipped that British cars were unreliable at best and were piles of junk at worst. Not having owned a new British car, I cannot attest to any of that. My personal TR6 has proven very reliable, and I would not hesitate to drive it anywhere at anytime. Granted, I have spent many hours and dollars to achieve this. My first car on the other hand was really a disaster - and it was Japanese! "How can that be?" you may ask yourself. "The Japanese make cars that are more reliable than appliances." This may generally be the case now, but there was a time when some pretty horrible cars came out of Japan. My 1976 Opel by Isuzu was one such car.

Many of you are probably scratching your heads right now and thinking, "What the hell kind of car is that?" As car guys and gals, you have likely heard of the wonderful German mark Opel but not anything with that name from Japan. This car was the product of a bleak time (one of many) in GM's history. In the 60's and through the early 70's, GM was importing Opel cars from Germany and selling

them through Buick dealerships. Then the German Mark gained too much in value, and the sale of the cars in the states was no longer profitable. The Buick division did not want to give up sales or the youthful buyers who would come into the showroom, so they had to act fast. Their solution was to import a car from their Japanese subsidiary, Isuzu. To try to fool the car buying public that the car was still the same high quality car from Germany, they decided to name the model Opel, even though it had nothing in common with the Opels from Germany.

This auto was a compact with a 1.8-liter single overhead cam 4-cylinder engine and shared the same basic chassis with the Chevy Chevette. I suspect you are probably thinking that the chassis ancestry was the problem; it was not. This was a good handling car with plenty of power. It was lightweight and lots of fun to thrash about. It was just plain utterly unreliable! I bought this car in the fall of 1981 from the original owner for \$700, and that's when the trouble began. Did I mention that this car was a rust bucket? Well, it was. This was a five-year-old car that had perforations in the sheet metal, and the paint was peeling off, but it didn't matter at the time. It was all mine. I set off trying to do some patching of the body while I used the car to go to school, on dates, and on any road trips that might have presented themselves. That's what I wanted to do with the car, but mostly I learned auto repair. This car was in constant need of attention. In all honesty, it probably didn't help that I would thrash the car daily. I soon became proficient at changing the clutch. The repair manual stated that a full clutch replacement was a 4 hour job, but I got that down to under 2 using only basic hand tools. But the biggest fault with this car was its electrical system. The electrics in this car would deteriorate with every electron

that would flow through the wires! Things that worked one day would stop the next, only to remain non functional. I eventually bypassed so much of the original electrical system just to keep the car running that it was depressing.

The first incident that I can recall was when I needed to get to a final exam, and the car would not start. That week I had to take public transportation to school because of a lack of time to fix the problem. Once I got to it, I quickly determined that the carburetor was not getting any fuel. I thought the problem was the fuel pump. Before I removed the electric pump from the gas tank (a fairly involved job), I decided to see if it would run if hooked directly to the battery. To my amazement, it did. I spent the next two days trying to find the break in the wire, but I kept losing the offending circuit in the wiring harness. I finally gave up and devised a bypass circuit with its own fuse. Next, the light switch failed, and since those were unobtainable, I ended up using 3 toggle switches to run the headlights, running lights, and brake lights. This arrangement did come in handy one night when I did not feel like being stopped by one of Chicago's finest, but that's a story for another time. Over time, I ended up making numerous unavailable parts and performing questionable repairs just to keep the car on the road. I finally sold the car for a few more dollars than I paid for it (found a real sucker) in '86. Over the years, I thought about that car and how it would be nice to get another one. Now that a few more years have passed, my sentiment for that car has changed, I look back and I think, "What a pile of crap!"

Some good did come from my experience with my Opel. Since I did not have much money, I did learn how to fix things myself, and it instilled a love of tinkering with cars, which is why I bought a TR6. That car also gave all of you something as well. When someone tries to tell you that all British cars are junk you, can now tell them my story of the calamity from Japan.

Junior



continued from page 1

scribe then proceeded to the microphone to present awards to those members who had contributed words or photos to the newsletter in 2011. He prefaced the awards presentation with a "Year in Review" poem and gave a brief history of SNIC BRAAAPP over the years before recognizing those who made newsletter contributions. Receiving wordsmith awards for 2011 were: Roman Hrynewycz, Peter Conover, Irv Korey, Jack Billimack, Dave Kanzler, Bob Steele, Mark Fisher, Mike Blonder, Mark Moore, and Nick Costello. A special photography award was presented to Denise Allgaier, and special mention was made to SNIC BRAAAPP head proofreader Carol Streepy for her tireless efforts at eliminating or at least trying to eliminate, grammatical errors from our monthly fish wrap.

We also presented awards to several couples for hosting ISOA social functions in 2011. Those recipients were Tom and Pat Morgan – the chili party, the Blonderhills – Blonderfest II, Kim and Judy Casper – the fall campout and color tour, and Mike and Trish Konopka – the Halloween "Spooktacular."

The board also chose to recognize several people whom they referred to as "unsung heroes" for helping make the monthly meetings run more smoothly. Special awards were presented to Roseann Felix for handling the monthly raffle, Bill Jensen for his efforts to provide regalia and ISOA swag each month, and Chuck Montague for maintaining the ISOA periodical archives.

We also chose to present a special award for the winner of the 2011 "March Madness" project contest, a competition with tournament brackets for restoration completions. The award was given to Peter Conover for his spectacular Aston Martin that made its debut

in 2011. Another special recognition award was given in absentia to Ed Krakowiak for his efforts to arrange the visit of Peter M. Roberts to our October meeting. Ed worked diligently to coordinate Mr. Roberts' visit and was certainly entitled to an "Atta boy!" for his

efforts. One final mention of acknowledgment was made on behalf of Irv Korey for his recent induction into the VTR Hall of Fame.

The highlight of any big bash awards presentation has traditionally been the announcement of the winner of the club Super Boomer, acknowledging that individual whose efforts stood out above all others for having done something incredibly ill-advised. Previous winners have achieved epic status by doing such things as: driving along the stagecoach trail with only eight finger tight wire wheel lug nuts on their disk wheels, or by activating their garage door opener after leaving for breakfast with his friends and in the process locking his wife out of the house while she was on the driveway fetching the Sunday paper while still in her nightgown. Another memorable Super Boomer was awarded to a member who drove from Rockford to the Southside of Chicago with his emergency brake on and assumed the strange smell was a result of bovine excrement. Perhaps even more notable were the last two Super Boomers who earned legendary status among Triumphistae for crashing through an Indiana Toll Road barricade or trying to tow an unoccupied car with the tow strap down a hill. Sadly, upon reviewing the 2011 boomer nominations, it was abundantly clear to the selection committee that no one had done anything noteworthy enough to qualify for admission to the pantheon of former Super Boomer winners.

At this point, president Hrynewycz returned to the microphone to present the Ray Henderson award for outstanding service to ISOA above and beyond the call of duty. The winner for 2011 was Mark "Silo" Fisher for his leadership role in preparing Rusty Galore, the clapped out TR 7 LeMons race car, for competition in the crap can racing series.

After the awards presentation, president Hrynewycz introduced the ISOA house band, the Spinal Tappets, who proceeded to rock the joint with a six song set consisting of some classic rock covers, mixed with several of the parody songs for which the band is so well-known. The line-up for the big bash gig was slightly different than usual. In the absence of Dave "Stumpy Joe" Kayson, who was on assignment attending the Barrett Jackson auto auction for SNIC BRAAAPP, Dan "Wrongway" Swanson sat in on percussion. The remainder of the group performed as usual with Mark "Silo" Fisher on harp, Mike "Wheelman" Konopka on lead guitar, Peter "Maestro" Conover on bass, and Jim "Screamer" Aldrich on rhythm guitar and lead vocals.

Following a new version of "Old Triumph TR Three," [a parody of Old Time Rock 'n Roll by Bob Seeger], the band wrapped things up, and Jack Billimack instructed the attendees on the protocol for the traditional big bash, name the photo contest – an exercise in futility dating back decades. As usual, the team which included Vicki Cory won by identifying more obscure celebrities than anyone else.



By about 11 PM, most of the attendees were ready to call it a night, although it was widely rumored that many were simply using this as a stepping stone to a much longer evening, and in fact, Jack Billimack invited all of those party animals planning to go clubbing afterwards to stop by his place around 4 AM for breakfast. While many there found this somewhat amusing, it should be noted that Barb Billimack did not find Jack's invitation amusing. At any rate, the big bash signaled the beginning of yet another year of ISOA social functions, and if it was any indication of things to come, we can all rest assured that in 2012, when it comes to partying ISOA style, a good time will be had by all.



HUB CLINIC PART I

TEXT BY BOB "SUDS" STREEPY
 GRAPHICS BY THE AUTHOR
 AND JACK "SPUDS" BILLIMACK

SOME 30 ISOA TRIUMPHISTAE traversed the cheddar curtain on Saturday, February 11, to take part in the first of two hub clinics hosted by Steve Yott at his famous Silver Lake Triumph Centre. Although a winter storm had left the local roads somewhat treacherous, it takes more than a little black ice to dissuade ISOAers from attending one of Steve's tech sessions. Upon arrival, the participants were welcomed at the door by Steve's new associate mechanic, a motorized manikin bedecked in grease monkey gear and holding a wrench in his vibrating right hand. The manikin, dubbed "Darryl" by Steve,



was a gift from Murray Bruskin, who was unable to attend and sent the manikin to serve as his surrogate at the clinic.

The early birds enjoyed coffee and doughnuts for an hour or so until the classroom portion of the clinic got underway. Steve deftly explained the process by which rear hubs are disassembled and also demonstrated to the participants how to use some of the many purpose built tools he

has in his cache. The observers watched keenly as Steve showed the correct procedure for tearing down a TR6 rear hub. After attaching the proper hub tool, known as the "Magic Twanger," along with some other apparatus

that he had custom fabricated, Steve called upon Mark Moore to separate the hub. Guzzler, with the help of a 4 foot pipe extension, promptly accomplished the assignment, and the resounding bang left no doubt that the parts were indeed separated



At that point, Steve invited those who had brought hubs for disassembly to "have at it," and shortly the sound of separating hubs reverberated across southern Wisconsin. It was surprising that local law enforcement did not investigate, since the cacophony of separating hubs was so frequent as to perhaps cause some neighbors to think that automatic weapons were being fired. By midday, some 12 to 15 hubs had been disassembled,



washed, and bead blasted in preparation for a trip to the magnafluxer.

Around noon, Steve announced that lunch was served,



and the group adjourned to enjoy a savory bowl of homemade chili, some cornbread, cookies, cupcakes, and beverages to wash this tasty luncheon down. Steve's friend, Mona, was there to assist in serving the meal, and Darryl was also on hand to help out along with Macy, the wonder dog, who also did her part by helping with the cleanup by making sure no crumbs or spillage remained on the floor.

After lunch, the participants were treated to a special serenade by Jim "Screamer" Aldridge who sang "Steve's Hydraulic Hammer" to the tune of "Maxwell's Silver Hammer" backed up by Mike "Wheelman" Konopka, who created an impromptu persuasion section using wrenches.

The attendees who had completed their preliminary tasks of separating, cleaning, and blasting their hubs, headed back to the flat land, while those who still needed to finish up a few things, got down to business. By midafternoon, things were pretty well wrapped up but not before any of the first-timers left in awe of the professionalism and high level of expertise possessed by Steve and the staff at the Silver Lake Triumph Center, a fact that the veteran Coventry Irregulars have long recognized.



LEMONS UPDATE

TEXT BY MARK "SILO" FISHER

The following is a brief re-cap of the progress of Team James Bondo since the October misfortune at Joliet.

Following the catastrophic failure of the stock four cylinder TR7 engine at Joliet last fall, Team Bondo held a post season brain storming session and came to a unanimous consensus: go big or go home! The team considered its options, which were-

- a.) use the 2.0L Duratec & Ranger transmission that Mark had laying around, or
- b.) source a Rover V-8. from 4.0L Land Rover, 3.5L TR, or 215ci Buick

Obviously, there were pros and cons to both alternatives, but the team's initial decision was to go the V8 route, and they began to search for a suitable Rover engine. They were encouraged when they came across a TR7 forum member in St. Louis who was selling the engine out of a Land Rover. [He wanted to install a diesel.] Even though the motor wasn't running, the team was hopeful they could bring it back to life.

Both parties settled on a price, and Roger Briggs offered

to drive Peter Schopperly's van to Missouri to pick it up. However, in the mean time, the seller pulled the engine and gave it a closer autopsy. He saw that there were signs that it was badly overheated, and then hastily repaired in order to sell it off. He explained that he didn't want to sell the team a Lemon engine for their LeMon car and told them as much.

For the next several weeks, Team Bondo chased down a variety of Rover V-8 engines, all of which proved to be suspect and/or required an assortment of expensive parts.

Eventually, the team decided to go with plan B- the Duratec. While team leader Mark Fisher started making a wiring harness to fit the 2.0L Duratec, the rest of the crew started mocking the engine into place and fabricating engine and transmission mounts.

Once the mounts were installed and welded, the engine came out again so that the flywheel, clutch and transmission could be installed. We tested the co-eccentric throw out bearing and modified the clutch plumbing using the clutch master cylinder from Mark's Lotus 15 replica.

After the team was reasonably satisfied that there were no leaks, the engine and trans went back into the car.

They have signed up for an additional race series devoted to beaters such as theirs, appropriately named Chump Car Series. It has the similar endurance racing for low buck cars as LeMons with

perhaps a bit less of the pomp and circumstance, if such a thing is possible. The primary rationale for trying this series instead of LeMons for the first outing of the season (both have a race on the same weekend), is that the venue for the April Chump Car race is Road America in Elkhart Lake, WI, and the drivers are eager to try their hands at one of the world's greatest road courses.

As of this writing [mid February], the following tasks will need to be addressed by April:

- Plumb the TR7 master cylinder to the Ford clutch throw out bearing
- Trade the replacement brake parts for the new C brackets made by Whizmo
- Machine the Ford slip joint to fit the front flange of the TR7 driveshaft
- Shorten the TR7 driveshaft to proper length
- Fix some bugs in the calibration tool for the EFI system
- Calibrate the fuel and spark on the dyno
- Move the inlet manifold, wiring, alternator, pulleys & serpentine belt to the car
- Plumb the engine for fuel and water
- Fabricate an exhaust connection from the Ford Header to the exh pipe
- Make a throttle cable interface
- Cut the hood to clear as required
- Go Racin!**

Mark Fisher "Q"

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



Among the 270,000+ in attendance at the 41st annual Barrett-Jackson Scottsdale Auction was the proprietor of Triumphant Restorations and senior Snic Braaapp investigative reporter Dave "Stumpy Joe" Kayson, who filed this exclusive report.



A MIDWINTER TRIUMPH TRIP
TEXT & GRAPHICS BY
DAVE "STUMPY JOE" KAYSON

WITH SINGLE DIGIT TEMPERATURES and six inches of snow predicted in Chicagoland, it would have been pretty tough to participate in many January Triumph events. Of course, The ISOA "Big Bash" is the definitive January social function, but a 3 hour plane ride to Scottsdale, Arizona, offered four great car auctions, 70 degree weather, and lots of sun.

Gooding & Company, Russo and Steele, RM Auctions, and of course, Barrett Jackson are all held during the same week in mid January. Jan and I decided to redeem some mileage plus points (mostly accumulated from buying TR parts) and head to the Southwest. We had taken a similar trip in 2005.

As for Triumphs on the auction block, all four companies had at least one. There were two TR3's, a TR4, a Spitfire, and a TR6 at Barrett Jackson. The TR6 was definitely pretty, but not concours. The body



gaps and paint job were great, but the rear fender seams were sealed, it had a TR4 gas cap, the rear valance and rockers were body color, it had Union Jack flags, and it was finished in Guards Red. That said, it sold on day two for \$27,500. [That price included a 10% buyer's premium. There was also a seller's premium of 10%.] To recap BJ's rules, there is a variable fee to have a car in their auction, probably about \$300 in this case. The buyer has to pay a \$500 admission to have the right to bid (as well allowing BJ to scrutinize his/her bank account) In addition to the buyer/seller fees, there is the cost of transporting a car to and from Arizona. I think it's safe to say that Barrett Jackson isn't in business to lose money. Weekday general admission is \$20 (with senior discount) and \$50 on Saturday. While Speed Channel has great coverage, nothing compares to a "live performance."

The highlight this year was a Tucker that went across the auction block Saturday night for \$2,650,000.



The last time a Tucker was auctioned in 2002. There were a number of cool muscle cars, pickup trucks and hot rods, and Craig Jackson's Bugatti Veyron was on display as well. It really is an experience any car guy would really enjoy.

RM Auctions held their event at the Arizona Biltmore. They probably consign more imports and exotics along with the largest inventory of British cars. A nice TR3B sold there for \$30,500. I couldn't find anything wrong with this one. The AZ Biltmore

also has quite a bit of Frank Lloyd Wright's influence, and Jan loved looking at the designs.

We were able to connect with ISOA Arizona transplants Mike and Bonnie Bulfer. They have a beautiful home in Cave Creek, and we enjoyed a few hours of their company. Mike's Sport's 6 is now featuring a fresh



paint job (no more Day Glo orange) and only needs a title before Mike and Bonnie can roar off into the desert with the AZ Triumph club.

We always try to tie some sightseeing in with any of our TR related trips. This year we also visited the Grand Canyon, Sedona, and Frank Lloyd Wright's Taliesin West. While we regretted missing the Big Bash and forcing the Tappets to resort to the back up drummer, it was a great trip and a nice alternative to a typical January week in Chicago.



Stumpy Joe



ASTON MARTIN OWNERS CLUB
AWARDS LUNCH 2012
TEXT BY PETER CONOVER



A LETTER ARRIVED FROM THE UK headquarters of the AMOC in late December. I opened it expecting it to be just some kind of club business and was surprised to see it was a personal letter from the club secretary. The Committee of Management had awarded me the 2011 Horace Wilmshurst Trophy for my DB MkIII as most interesting newcomer to concours. The letter went on to invite me to the Prize Giving Lunch on January 28th. Checking my schedule, I saw the possibility for a very quick trip to accept the award in person, but wasn't quite sure if this was indeed something considering.

As suspected, Jim Hazen, a longtime supporter of my restoration efforts who is currently Chairman of AMOC USA – East, had made the recommendation to the Committee of Management, having seen my car's debut in person at Elkhart Lake last July. Jim and some other members who had attended the Prize Giving event the previous year made enthusiastic recommendations. Jim also informed me that Jim Causey, fellow Midwest Aston owner and former Midwest representative, was also to receive an award – the Oskar Ruegg

Memorial Trophy for outstanding service by an international member.

The AMOC headquarters in Drayton St. Leonard, just south of Oxford, is housed in a beautifully restored 600 year old grange barn - I had previously visited during a trip to England in 2005 with Kristi and our daughter, Lauren. At that time, although already a club member, I still had not found my Aston. On the day we visited, there was a committee meeting – the only member who drove an Aston that day was David Crook who drove his beautiful DB MkIII, the very model car that I was hoping to have. Sadly, David passed away recently, but I considered that day to be some kind of sign that I was headed in the right direction.

Among its many merits, the Barn, as it is commonly referred to in AMOC parlance, is less than an hour's drive from Heathrow airport (especially since the rental car had GPS assistance). Therefore, having arrived in the morning after an overnight flight from Chicago, it was not a problem to get to the Barn by 11:30, in time for the champagne reception that began the day's festivities. On display just outside the main entrance, were the cars owned by the Aston Martin Heritage Trust, which is also headquartered in the Barn. In addition, there was a smattering of Astons parked around the building - mostly modern cars, although there did in fact seem to be an inordinate number of Lagondas.

In addition to my fellow Midwesterners, I was greeted warmly by the UK AMOC members, some whom I had met previously either at events that I had attended in England or on their visits to the US. Most notably, Ian Barclay, Deputy Chairman, and John Purser, Chairman of the Membership Sub-committee, and his wife Sarah, whom I had first met when I attended the Mapledurham Concours in 2009 and who had come to the annual AMOC USA event at Lime

Rock in 2010. We were lucky to be seated with Anne Wright, Secretary of the Aston Heritage Trust, who was able to give us a great deal of interesting information on the Barn, the Trust, and the workings of the club.

After a wonderful lunch the prize giving commenced, presided over by Richard Jackson, AMOC Chairman. Present throughout the distribution of some 41 awards was Lady Diana, the Viscountess Downe, who serves as AMOC president.

After the ceremony concluded, many members chose to linger for further conversation and browsing through the club shop, as we took advantage of a few more photo opportunities. Since my award was really for my car's restoration, Kristi had encouraged me to put together a photo album to show it's condition when I acquired it and it's transformation to present day. Many members seemed to enjoy viewing the album, but none more so than Jean Moss and Chris Adams, proprietors of Four Ashes Garage in Stratford-on-Avon, who had not only provided many parts required during the restoration, but much useful information and encouragement. As a matter of fact, knowing that Jean and Chris would be present, as they themselves had been granted an AMOC Award of Merit, I had contacted them beforehand asking if they could bring a few parts that I still needed!

After the event concluded, I was able to return the rental car and take the tube into central London. As it turns out, Johnny Dallow, AMOC Club Secretary, was formerly Deputy Governor of the Tower of London and was, therefore, able to make arrangements for a group of us to attend that evening's Ceremony of the Keys, a tradition that has occurred daily at the Tower for over 700 years.

Maestro



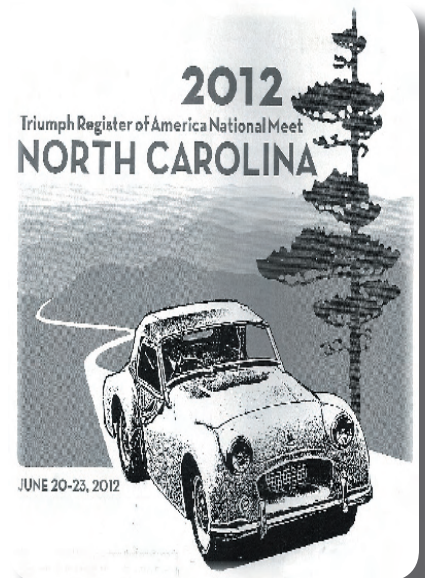
V.T.R. South Central
Regional Convention
April 26-28, 2012



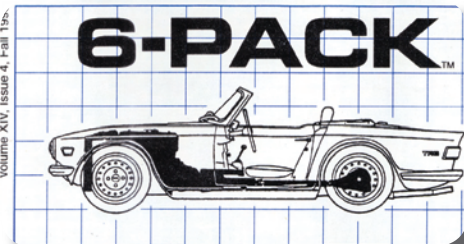
Oct. 28 - Nov. 2, 2012
Galveston Island, TX



25th Annual Michiana Brits
British Car Show - June 24, 2012,
Saint Mary's College, Notre
Dame, IN. Entry fee \$20 per
vehicle, judging from 11 AM - 2
PM, awards at 3 PM. Goody bags
and collector show pins for the
first 100 cars. www.michianabrits.com.
or contact Larry Palguta
(574) 288-3923



June 20-23
Little Switzerland, NC



TRials 2012
Sept. 6-9,
Welland, Ontario

The 2012 Classic Motorsports
Mitty will also host the Friends of
Triumph and their special "Kast-
ner Kup" race, held exclusively
for Triumph-powered race cars
to honor grand marshal Kas
Kastner. This will be the 10th
running of the Kastner Kup race,.





In the spirit of "March Madness," SNIC BRAAAP Sports editor, "Biff" Streepy, has created a bracket especially for all you Coventry Irregulars hoop fans. Fill out your picks based on which ISOA member you think will be the first to complete his current Triumph project. Submit your entry at the March meeting. The winner will receive a hearty handshake as soon as [or if] someone actually finishes. Ed



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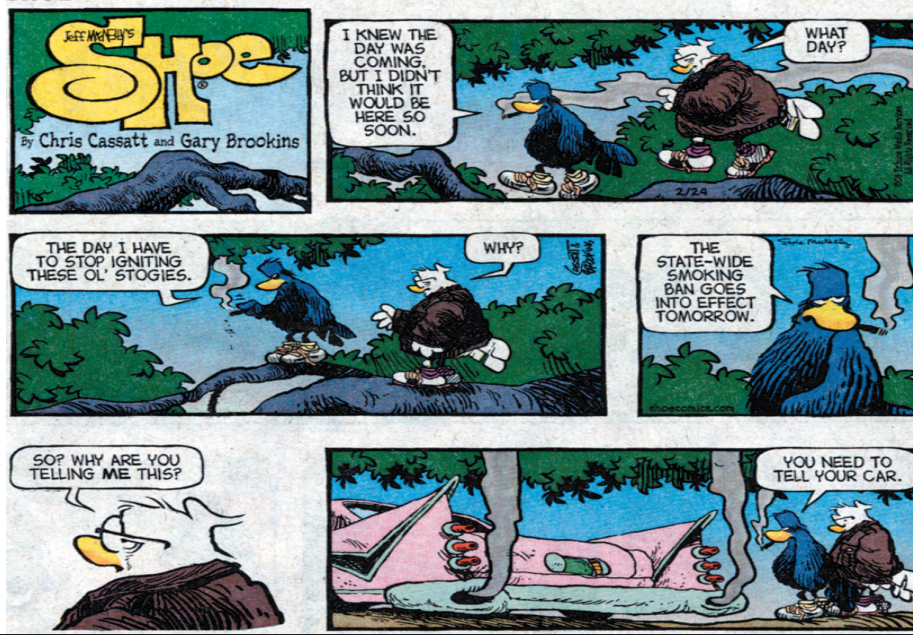
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*past president

SHOE





FEBRUARY MEETING NOTES BY ISOA SECRETARY PETER "MAESTRO" CONOVER



THE FEBRUARY MEETING OF THE ISOA was called to order by President Roman Hrynewycz around 7:10 pm.

After Roman introduced those Board members in attendance, he asked if there were any new members present.

John Shaw and Steve Bruzek, both TR-6 owners, were attending their first ISOA meeting. Membership Coordinator Tim Buja announced that as of just prior to the meeting, he had received 107 2012 membership renewals.

Roman announced a possible addition to the available Club regalia: ISOA logo emblazoned license plate frames. Made from stainless steel and available in a choice of 3 finishes, the Club would need to purchase a minimum of 30. A quick show of hands indicated significant interest, with the bright chrome finish being the most popular choice.

In the ongoing project segment, Mark Fisher spoke on this season's work on Rusty Galore, the LeMons TR-7 which has had it's Duratec engine and transmission installed with the hopes of having the car driving by the end of the month, in preparation for the Chump Race, April 19-21 at Road America. Tim Mantel told us that he continues to make progress on his TR-8. Denny

Stock had a question regarding finding a local business to mount tires on wire wheels. Some members thought that Discount Tire had the ability, but Pat Lobdell cautioned that original wire wheels, unlike modern Dayton wire wheels, will require adapters to get an accurate reading on the balancing machine. Roman suggested contacting Frank Cartwright, who recently had some experience with this very issue. Bill Jensen, who purchased twin SUs as a Valentine's present last year for Kim and her Spitfire, announced that he would be installing them as this year's Valentine's present. John Kolton has the engine out of his TR-4A and had his hubs successfully disassembled at the hub clinic. Last, but not least, Al Christopher has "supposedly" been doing some welding on his TR-2.

In recent past events reports, Mike Blonder spoke on the Big Bash. Although some participants were disappointed with the food, and ISOA is considering a venue change for the future, the consensus was that it was once again a very fine event. Roman and Mark Hattenhauer spoke about the hub clinic hosted by Steve Yott: That after a demonstration on a "pre-cracked" hub, approximately 12 member hubs were subsequently cracked, cleaned, and blasted in preparation to have them magna-fluxed. Part 2 – the reassembly of these hubs – will occur in 2 weeks. Most importantly, the chili served at lunchtime was excellent and plentiful. I then spoke on my recent trip to the headquarters of the Aston Martin Club in the UK, where I received an award for most interesting car introduced in 2011. Bill Jensen ran down the list of future events, giving Jack Billimack a breather this month.

After a break, in the parts for sale portion of the meeting, Lee Feder announced that he will soon have a TR-6 frame and tub available, possibly to be used as raw material in a modern art project. And Joe Pawlak

wondered out loud who he had lent his input shaft to, since he can't seem to find it.

The monthly raffle was drawn by new member, John Shaw. He first drew Rick Paulsen's ticket, but since Rick's wife Sue had won recently, Rick kindly gave up his win, allowing Mike Johnson to receive this month's bag of valuable items.

For this month's Peter M. Roberts award, Jack Billimack nominated Steve Haas for cleaning his hub parts, Mike Blonder nominated Dave Kayson for his continued help with his TR250 project, and Dennis Delap nominated Irv Korey not only for his recent induction to the VTR Hall of Fame, but also for his many other various good deeds (including assisting in the dispersion of Dennis' Volvos – while supposedly wearing tin foil on his head). In a very close vote, Steve Haas was awarded the prize.

In spite of the new Club policy to award a free drink to the successful nominator of the Boomer, this month there was only one person who took advantage of the opportunity: Matt Krajniak nominated himself, detailing his travails in buying new wheels and tires for his TR-250, only to find that the spare wouldn't fit in the allotted trunk stowage area.

The meeting was then adjourned at around 8:30.





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•**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:** 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)

- | | |
|---------------------|---------------------|
| George Grumbos 3/03 | Dave Kanzler 3/19 |
| Bill Kolton 3/05 | Dave Catris 3/19 |
| Monnie Boylan 3/06 | Jay Holekamp 3/23 |
| Mary Kurtzner 3/07 | Mike Sedlak 3/24 |
| Scott Stier 3/11 | Kurt Schneider 3/24 |
| Dave Kayson 3/12 | Bobby Lathrop 3/26 |
| Wayne Seyller 3/14 | Mel Merzon 3/27 |
| Ken Smith 3/15 | Joe Pawlak 3/27 |
| Alan Avery 3/18 | John Kontos 3/29 |
| Karsten Kell 3/18 | Carl Geiger 3/30 |



New Members

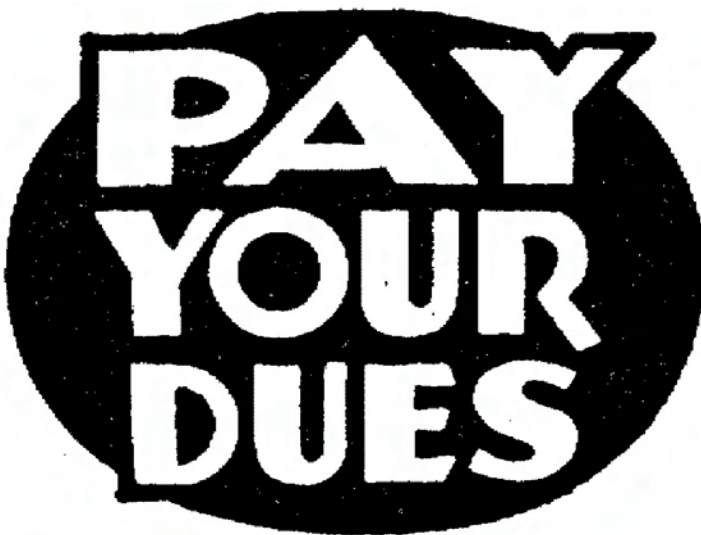
187 memberships - 253 members

Patrick Mickelsen
N53W33231 Linden Cir E. Nashotah, WI 53058-9763
E-Mail: patrick@trustaplus.com
71 TR6

John and Betty Kontos
3712 N Kostner Ave., Chicago, IL 60641-3048
773 545-7545 - E-Mail: jckcpa@msn.com
77 Spitfire 1500

Mario Picciola
11910 Duchess Ave. Mokena, IL 60448-9285
708 479-0928 - E-Mail: mpicciola@yahoo.com
81 TR7

John and Fesa Shaw
7797 N Gate Rd. Roscoe, IL 61073-7613
815 389-9420 - E-Mail: johnandfesa@charter.net
73 TR6



2012 dues must be paid by March 1st. If you haven't already paid your membership dues, bring a check for \$35.00 to the March meeting or mail it to:

Kim Jensen
903 Lilac Lane,
Joliet, IL 60435-3239



1923 Triumph 10/20 - The first car manufactured by the Triumph Motor Company



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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.

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THE REAR VIEW MIRROR

MARCH 2012



RUSTY GALORE AT THE AUTOBAHN SHOWROOM SCHLOCK LEMONS RACE -
OCTOBER 2011