



# SNIC

# BRAAAPP

## MAY 2012

Vol. V Issue No. 479

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

## CHILI PARTY

TEXT & GRAPHICS BY



**D**ESPITE THE FACT THAT THE CALENDAR INDICATED THAT it was winter, on Saturday, March 17, the temperatures in the 80s. This unseasonable warmth prompted several ISOA Triumphistae to attend the annual chili party in their Triumphs. In fact, some even opted to go topless, and why not. On this day set aside to commemorate the eradication of serpents from the Emerald Isle by the patron St. of Ireland, some 25 to 30 attendees converged on stately Morgan manner in west suburban Batavia to participate in the 2012 edition of the club chili Fest. Among those in attendance were several making their Chili Fest debut including Irv "Elwood" Korey, Denise Allgaier, and Danny and René Smalley. Elwood was there in his TR6, as was Roman Hrynewycz. Denny Smalley drove a right-hand drive TR three and Pete Ballard arrived in his MGB.

Host Tom Morgan was particularly anxious to show everyone his newly installed garage floor. The covering was of a rubber/vinyl material that not only looked quite good, but should provide less stress on Tom's feet and

legs. He was also proud to display a vehicle which she had acquired to replace his recently departed Spitfire. Although some would say it is a bit of a step down, a black Corvette now occupies the aforementioned Spitty's former stall.

Of course, no chili party would be complete without chili, and this year there were six entrants up for consideration. Among them were two white chilies, a spinach bisque soup, and three traditional recipes. To wash down these entrées, the Tom and Pat provided beer, wine, soft drinks, and water along with some snacks and desserts. It was, according to noted Epicurean Jack Billimack, a very



continued on page 9

### INSIDE YOUR MAY SNIC BRAAAPP

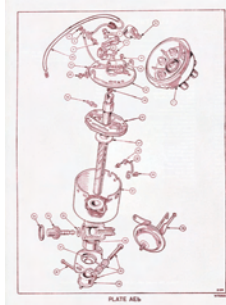
- Caravaning Guidelines 2.0
- Distributor Clinict
- Rumpus Becomes Mitt Romney
- Costello on Converting a Seven to an Eight

Lots More Stuff



## DISTRIBUTOR CLINIC

TEXT & GRAPHICS BY JACK BILLIMACK  
AS TOLD TO BOB STREEPY



**R**OUGHLY  
T W O  
D O Z E N  
Coventry Irregulars heeded the advice of Horace Greeley and headed west to Hampshire on

the morning of Saturday, April 7, to participate in the annual distributor clinic held on the grounds of the Hampshire Quarter Horse/Triumph Ranch. Joe Pawlak and Tim Buja began the proceedings with a chalk talk thematically centered on the theory of Triumph ignitions. Around 1030 the lecture portion of the course concluded and the hands-on practi-

cum of testing distributors on the famous ISOA Sun Machine began. There were some 15 to 20 distributors that were subjected to curve plotting by Tim and/or Joe. Many other distributors were found to be operative, while some were plagued by the dreaded sticky weight or wobbly shaft syndrome. Still others had the wrong sprains, advance mechanism, points, condensers etc.

Around midday broke for lunch catered by one of the most famous purveyors of Epicurean delights in Hampshire, the world renowned Chick-N-Dip. Joe had pre-arranged for a meal of chicken, fries, and coleslaw for each attendee, and noted Epicurean Jack Billimack rated the meal as a five forker.

At lunchtime, many took the time to admirer Bob Hansel's TR7 which made its maiden voyage

after Bob had spent quite some time attending to some of its issues. Not only did the car look good, but according to Bob, it ran well too. Also in addition to the Hansel TR7 many took a moment to admire Scott Stiers Model A which he drove to the clinic. It should be noted that he did bring a Spitfire distributor to for service. Many of the other attendees arrived in Triumphs, to include Denny Stock. Tim Buja made some adjustments to Denny's ignition system which resulted and much better performance for the TR6.

All in all it was yet another in a continuing series of successful clinics and our collective thanks go to Joe and Tim for taking the time to share their expertise with the members of the club.

*Spuds*

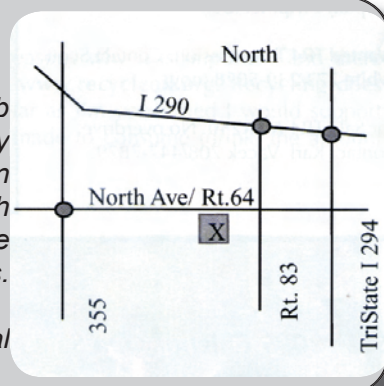




## ILLINOIS SPORTS OWNERS ASSOCIATION

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
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]
	19TH	SAT.	8:00 AM	SPRING BREAKFAST TOUR - SUNRISE RESTAURANT - NORTHEAST CORNER OF Rt 72 AND I 39.
	27TH	SUN.	8:00 AM	SANDWICH AUTO SHOW - SANDWICH FAIRGROUNDS - ROBRON32@JUNO.COM
JUNE	3RD	SUN.		CHAMPAGNE BRITISH CAR SHOW
		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
	29TH	SUN.		OUTING TO RAVINIA
AUG.	2-4			TRF SUMMER PARTY - ARMAGH, PA
	5TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	10TH	FRI.	6:00 PM	WHITE TRASH NIGHT - SYCAMORE SPEEDWAY
	26TH	SUN.	ALL DAY	GENEVA CONCOURS - CONTACT TOM MORGAN FOR CLUB PARKING DETAILS
SEPT.	2ND	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]

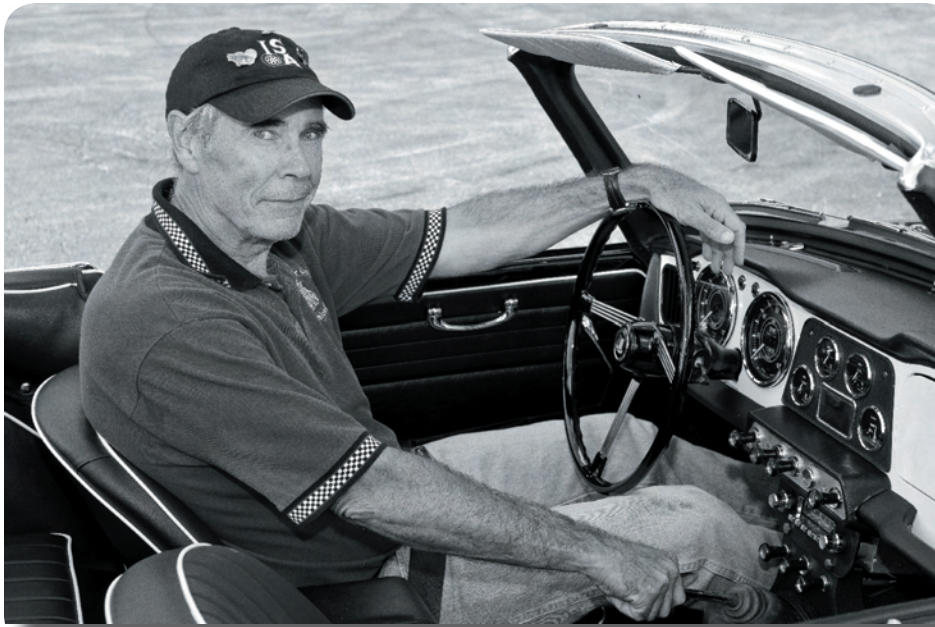
**SNIC BRAAAPP®** is the monthly newsletter of the Illinois Sports Owners Association, an organization dedicated to the preservation and enjoyment of Triumph Sports Cars. Pictures, descriptions or accounts from this publication may not be reproduced without written permission. Member submissions are 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:

Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 e-mail: [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net)

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Contributors: Jack Billimack, Peter Conover, Mark Costello, Roman Hrynewyccz, Dave Kanzler





## A LITTLE BS FROM BS NEWS AND VIEWS FROM THE BUSTED KNUCKLE GARAGE

BY SNIC BRAAAP EDITOR BOB STREEPY

**T**HE RECENT SPATE OF UNSEASON-ably temperate weather following the non-winter of 2012, has further confirmed what we have long suspected, i. e., there are two types of guys: lawn guys and car guys. Car guys used the mild weather to wash, wax, tune, and most importantly, drive their cars. Yard guys used the time drag out all of their lawn equipment and fertilize, mow, trim, and edge, mulch, ad nauseam, thereby making the rest of us appear to be slackers in the eyes of our significant others, or at least feel slightly guilty.

I would suspect that the vast preponderance of our devoted readership, possibly as many as all three of them, used the string of mild days to their advantage in terms of preparing their Triumphs for the impending driving season. [If they didn't, let me humbly suggest they contact the membership chair for a full refund of their ISOA dues.] If on the other hand, they busied themselves during the nice weather by doing yard work, it is quite likely

that their priorities might well be in need of some serious re-evaluation.

Adjacent to Snic Braaapp Towers, there is one neighbor in particular who is clearly devoid of the car guy genome. While washing Lucille, the wonder car – [as and I wonder if anyone would give me \$.20 on the dollar for what I have tied up in this thing] – during the first of several 80° days, I observed this guy wash his lawn mower, then change the oil, the spark plug, replace the air filter, sharpen the blade, before mowing his lawn, all while allowing his automobiles to remain encrusted with Old Man Winter's tell tale residue. [I should add that he did eventually wash his cars, however there is just something about a guy who uses a floor mop to clean a car that causes me to lose a modicum of respect for his detailing capabilities.] This behavior, at least in the opinion of your humble obedient scribe, is a clear violation of the car guy code of ethics. This very neighbor, as of April 1, had already mowed his lawn three times, edged, dethatched, fertilized, core-aerated, and God only knows what else. I have given serious thought to taking this guy aside and explaining to him that such behavior is unacceptable, and that,

if nothing else, it makes the rest of us look bad, especially in the eyes of the Snic Braaapp head proofreader.

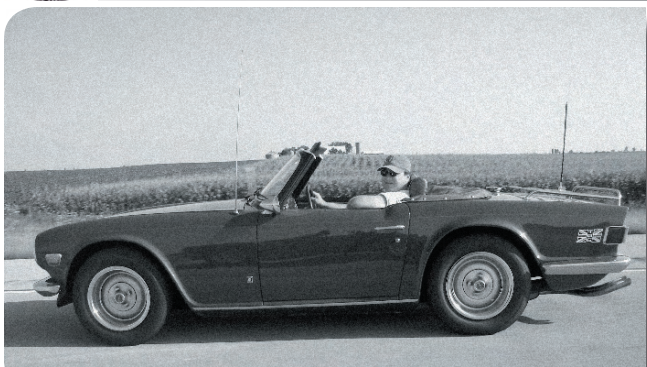
While we have nothing against a tidy lawn, we have serious reservations about anyone whose obsessive/compulsive behavior prompts him to use a butterfly net to prevent leaves from reaching the ground, particularly those leaves which have emanated from the trees from my yard, and then piling said leaves up on my property. This same neighbor has also sworn a blood oath to eradicate any woodland creatures from his property and literally has set traps for the chipmunks and squirrels which he suspects of having left footprints in his yard. He has gone as far as contacting the local constabulary to report other neighbors he suspects of allowing their dogs to relieve themselves on his property. Such actions, needless to say, have done little to endear him to the pet lovers on Kent Circle.

While we certainly appreciate the fact that the neighbor's nicely manicured yard reflects positively on our community, his over the top behavior does come with a price, and I full well expect to find him sleeping with the fishes some day courtesy of any number of guys in the neighborhood who share my take on him.

We could go on and on about this guy's misguided use of his free time, but we just received a shipment of premium all cotton range-free micro-fiber Q-tips from Girrot's Garage that are specially designed to help remove greasy buildup on upper control arms, and we need to get to work preparing for the first cruise night at the local strip mall.

*Suds*





### ROAMIN' WITH ROMAN

BY ISOA PRESIDENT  
ROMAN HRYNEWYCZ

**D**RIVING SEASON IS NEARLY UPON us! Hooray!

Even though this past winter was very mild and some of us did indeed drive our beloved British iron a more than once or twice, we are on the cusp of continuing good weather and the much awaited trips and distant car shows. The first few technical sessions have been completed and everyone's car should be getting well sorted so that they can caravan in complete confidence. I know that there are several of you out there that are in the middle of long term projects and may not be able to enjoy your cars this season so I would like to offer you some words of encouragement. GET OFF YOU DUFFS AND GET TO WORK!

How was that? You don't want to let another driving season go by without being able to drive a fine British sports car. Do you?

I have a neighbor who is in this very predicament. Last summer she decided to buy something British because she just loved my car and wanted one too. She did not come to ask my opinion about this until it was too late. She and her Husband bought an MGB. I know,

first mistake. After Lisa purchased the monstrosity from Abington she approached me to take a look at the car and give it my assessment. Neither Lisa nor her husband are mechanically inclined and do not have any idea how cars work.

Second mistake. Well, when I looked this car over I found some rust areas but not too bad except one of the front wings was perforated on the inside top edge. The paint was faded orange and had no shine to it. When looking through the boot I had discovered that the car was repainted and that the original color was red! Why would anyone take a red sports car and paint it another color especially some unsightly awful orange? Yuk! Finally they started the engine so that I could hear it. I immediately heard some knocking and saw that the oil pressure was very low. Most of us know what this means but these two did not. I then took the car for a drive around the neighborhood and the clutch was iffy and it was in dire need of a tune up. I took the car by my garage and quickly made some adjustments and got the car running better. I tried to be as polite as I could when I gave her my assessment. My advice was to drive the car through the summer and then to sell it and find one that was in better condition and didn't need as much work. Now, I thought that was pretty sound advice since you can find LBCs in good shape for reasonable prices. But they decided to keep this car and have it fixed up because they have family and friends in the body shop and garage business and they could get it

done quickly and inexpensively. Fast forward a few months and I meet Lisa as I am driving my TR. She stops me and we begin to talk about everything and then she brings up her B and how much she misses it and wishes that she had it so she too could go for a nice top down drive. March was gorgeous! She then informed me that the engine work was delayed but now complete and since she is getting the family rate on bodywork the car had been pushed off to the side to make room for paying customers. I told her that I was sorry to hear that she may be out of a car for at least the start of the driving season. She didn't like hearing that one bit. I tried to warn her and her husband but they chose their own path.

I know that these cars are infectious and once you have one you don't want to be without one. But what is it with them that alter the owners mind so that we irrationally keep pouring our money into to them instead of cutting our losses and moving on to a car in better condition? For me the answer to that is simple, I like to tinker with my car and as I have stated in the past I find it a challenge to keep a 40-year-old car on the road and in good working order. In the case of my neighbors who are not doing any of the work themselves I can't find an explanation. So what is it about these old cars that just draws people in?

For those of you who are working on your project cars you can contemplate those questions as you work. Just remember that my neighbor is very sad at the prospect of not having her British sports car for the summer. So don't be like Lisa, finish your cars and get them on the road so that you may enjoy what should be a fabulous top down driving year!

*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*



## STALLING ISSUES WITH THE TR7 V8 CONVERSION

**H**AVE A RECURRING STALLING ISSUE with the 7 project. It isn't the carbs because it's EFI. It isn't the fuel quality or level because I checked both this time. It isn't electrical because it has no battery. And, it isn't the spark plugs because it has no engine. It's me. I'm stalling.

All the parts are in place, or at least enough of them are that I should be further along than I am. I walk past the 7 at least twice a day, but the project hasn't moved a minute forward in months.

I fully expect to complete this project. That has never been in doubt. However, I must set a timeline otherwise I may never move off center. With a project schedule and priority list in front of me that is achievable, affordable, and sensible, the conversion should progress more quickly than it has of late.

Mission Statement: Only that my mission is both reasonable and worthy and meets the following four requirements.

- Runs well
- Drives fun
- Goes fast
- Looks and sounds good

### Part 1: Runs well

If it don't run well, it won't drive fun. Brakes, suspension, steering, electrical, that all has to be done and most upgraded to handle the

additional stresses of the V8. I have accumulated what I think is enough parts to start this phase. Although in all honesty, I'm not even sure I know what I have exactly.

Doing the upfront work while the engine bay is empty and accessible makes sense. Meaning: batteries, brakes, brake lines, exhaust, struts, shocks, springs, steering, and wiring still need to be addressed. Taking digital photos, lots and lots of photos, PRIOR to disassembling anything will be mandatory

### Drives fun

It's all about driving the car. The 7 has spent enough of the last 7 years backed into my garage watching lazily with one headlight at 1/4 mast, or 3/4 rest, whichever you prefer, cars come in and go out of our cul-de-sac. All long journeys begin with the first step and all those who wander are not lost, however, I need to get off my couch and go out to the garage. I'm BRG with envy of those who appreciate one-two-three up to four viewing seasons through the glass of a Leyland windscreen. I anxiously await the opportunity to participate in more of the clubs drives and events.

### Goes fast

The current engine is a 1980 Rover SD1 3.5l with its original 5-speed partner-in-timing attached. The engine and trans both have ISOA lineage, so no problem there. I have

two-thirds of the powertrain already accounted for, in my garage, on a rolling stand, and easily accessible for repairs.

The 7V8 has to be quick and go fast. Not necessarily always in that order. It has to go fast, but not Bob Steele-fast. Because that's crazy-fast. And I don't think crazy-fast is for me. The SD1 as it is now with the Bosch ECU is about 175hp. There are plenty more ponies yet to spit the bit in that block and it is my aim to set them free. Which component and what priority remains TBD.

### Looks and sounds good

The shape of things to come, I'm cool with that. I like the shape of the 7, both the number and the car.

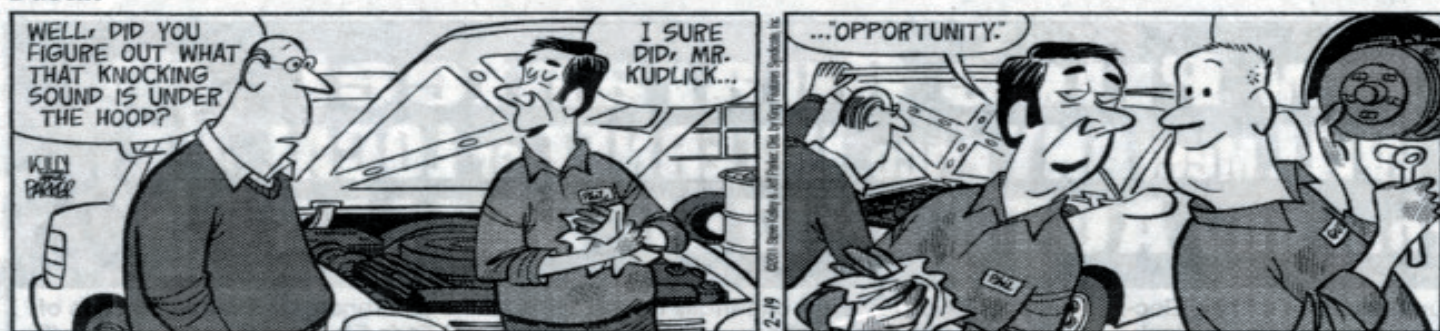
The body is structurally sound, relatively rust free, with minor to moderate bodywork needed. Tires, rims, chrome, interior, exterior, and sound system remain to be addressed and prioritized. Performance upgrades exist and should be explored. My hope is to be underestimated at an occasional stop-light.

After writing these very brief paragraphs and actually trying to put my plans to words and then to actions, I see I have a lot of work to do before this plan becomes a reality. That being said, I think I'm ready to begin this journey.

That's it for the first draft of a TR7 V8 Conversion Project. I hope to keep it updated showing actual progress.

Cheers,  
elvis

Dustin







## I AM MITT ROMNEY

BY DAVE "RUMPUS" KANZLER

SEVERAL YEARS AGO (September, 2009 to be exact) I wrote an article called "I am Jimmy Carter" about how I was thinking of buying my cousin's Porsche Boxster but didn't know what to do with my TR6. Long story short, I could act like a Republican (who tend to trade in their wives for younger models: see Guiliani, Gringrich, Reagan, Dole) and dump my Triumph for the younger, sleeker, and firmer Boxster. Alternatively, I could act like a Democrat and keep the Triumph but have the Boxster "on the side" (see Kennedy, Clinton, Edwards, Hart). Ultimately I decided to be Jimmy Carter and lust in my heart after the Porsche but stay loyal to my true and faithful TR6; my "Rosalyn" if you will.

Well, it is time to fess up. Seems that I really am Mitt Romney in that as a Mormon, polygamy is on the table, and, all politics aside, that guy really does take both sides of every issue. So, last year I traded in my Infinity G35 on a used Porsche 911 C4S (see photo) and kept my Triumph as well. I felt some "Catholic/Triumph guilt" at first, but not for long. The 911 truly is the ultimate driving experience and I just love it. It pretty much responds to your thought processes. And as my daily driver, with all-wheel-drive, I have more confidence during the winter than with the G35. Unfortunately my \*\*\*hole quotient goes up at least 50% when I drive it. When I drive

the TR6 I am like "the Dude" in the movie "the Big Lebowski" - friendly, laid-back, mellow - just cruising around with the top down. When I get in the 911, I turn into "Mr. Wolf" from "Pulp Fiction." I do draw the line at wearing the Porsche hat and shirts that my wife bought for my birthday: I don't want to be a "Porsche guy," I just want to drive one. See, I've spoken like a true politician, wanting to have it both ways. I should run for office.

I joined the Porsche Club of America but renewed just for the discounts on parts. The local club in no way compares to the ISOA. No helpful, "hey I need advice on my flux- capacitor" list-serve emails. Mostly it is geared toward racing and has a certain level of Teutonic coldness and reserve. No, "hey let's meet at the Denny's on Route 30 and drive out to Starved Rock State Park just for grins." No tech clinics at "Joe's garage". The local monthly newsletter has all the personality of a "wet potato chip" (as my mother says) compared to the veritable smorgasbord that is the SNIC-BRAAAP. The Porsche newsletter is 50% ad copy, meeting minutes, and some "just the facts ma'am" event stories written by Detective Joe Friday. No tech articles (methinks by design - it would conflict with the advertisers). I'm sure they would put out a restraining order if I ever submitted an article entitled "I drove my 911 to a nude car show event." It really makes me appreciate the hard work that Bob Streepy puts into the Newsletter, and also the great gang of folks that makes up the ISOA. So, you may see me on the road one day as the jerk in the 911, and the next day the mellow dude in the brown TR6: like my man "Mitt" both sides of the issue....

*Rumpus*

## ISOA TECHNICAL ExSPURTS

TR2	Al "Chromedome" Christopher 773/233-2526
TR3	Bill "Whizmo" Pyle 630/773-4806
TR4	Pat "PowerBuldge" Lobdell 219/942-1263
TR4A/ 250/5A	Steve "Godfather" Yott 262/997-0701
TR6 (Early)	Jeff "Stalker" Rust 815/874-5623
TR6 (Late)	Irv "Elwood" Korey 847/831 2809
TR7	Phil "Factor" Fox 630/662-7721
TR8	Tim "Tool Man" Buja 815/332-3119
Spitfire - [Early]	Joe "Stagmeister" Pawlak 847/683-9683
Spitfire - [Late]	Bill "Mr. Bill" Jensen 815/729-9731
GT6	Dave "Snake" Shedor 847 566 0478.
Stag	Joe "Stagmeister" Pawlak 847/683-9683
Herald	Jack "Spuds" Billimack 815/459-4721
Machinist Bob	"Opera Man" Crowley 630/319-7343
Electrical, Paint, Body,	Joe "Stagmeister" Pawlak 847/683-9683

IL. Dept. Revenue Mike "Scooter" Johnson  
Ombudsman scooter5559@comcast.net

Once again we are pleased to feature Uncle Spuds' guide to for happy caravanning. Alert readers will note that this version includes several new inclusions. Jack wants to make certain that it is as god for you as it is him. ED

## CRAVANNING GUIDELINES 2012

[AKA HINTS FOR HAPPY CARAVANNING

by Jack "Spuds" Billimack



## ISOA CARAVAN GUIDELINES (AKA - HINTS FOR HAPPY CARAVANNING)

### BEFORE YOU LEAVE:

- Make sure your car is mechanically sound, with fluids topped up, tires inflated properly, lights working, etc.
  - Get a CB radio (wired-in or hand-held). Tune it to the agreed upon channel and test it before leaving the parking lot.
  - Bring safety equipment such as a "high visibility" vest, bright hand-held light, tape, wire, etc.
- If you have a mobile phone, exchange phone numbers with all members of the caravan, especially the lead car and sweep car.
- Make sure you understand the day's planned route and the approximate distance the caravan plans to travel that day.
  - Know the planned evening stop location. Have hotel address, phone number, etc. If you have a GPS, program in the end point.

### TYPICAL DAILY SCHEDULE: *From "Wheels Rolling" to "Into the Barn":*

A specific day's schedule will depend on how far the caravan plans to go, road conditions, number of cars in the caravan, frequency of problems, etc. It's usually discussed and agreed upon the previous evening. Typically, be ready to start on the road (Wheels Rolling Time) between 8:00-9:00AM or whatever time the group has agreed upon. Check out of the hotel, make your bio stop, load your car, get fuel, etc. before "Wheels Rolling Time".

Normally the caravan stops every 2-3 hours for a bio-break and to take on fuel. A typical day's schedule calls for leaving by 8-9:00AM, a 15-20 minute gas/bio stop about 10:30AM; a 60-90 minute lunch/ gas/bio stop about 12:30-1:00; a 15-20 minute gas/bio stop about 4:00; and a stop for the evening about 6:00-7:00PM.

The distance between stops is determined by time of day, weather conditions, car performance, smallest gas tank, weakest bladder, etc. We generally try to go 2-2-1/2 hours between stops, sometimes 3 hours. Too many stops result in arriving at our destination town quite late in the evening.

Sometimes, however, the caravan needs to stop more often. For example, the first stop of the morning (after pancakes, etc.) might occur within an hour or so. Speak up if you need to stop before the planned stop. As we travel, if you need to stop for fuel, a mechanical check, or for a comfort break, signal the lead car via CB, phone, catching up, etc. Ask them to stop at the next available rest area or fuel station. (If you need to make a pit stop, it's likely that others do too.)

Whenever the caravan stops

at a fuel stop, top up your fuel if there is any doubt you might not make it to the next planned stop. For example, cars with smaller fuel tanks or without overdrive can't travel as far between stops as some other cars. Take this opportunity to empty your bladder, buy drinks or snacks.

For driving variety (especially on Interstates), switch driving order once in a while by passing a couple of caravan cars or having several pass you. This keeps the "scenery" a little different and occupies your mind.

Use your CB to give instructions, tell of problems, comment on society, etc. It makes the trip seem shorter. If you see a problem with anyone else's car, try to signal them and explain what it is.

At the end of the driving day, the group often gathers to have dinner together. We usually try to meet about 60-90 minutes after pulling into the end point hotel. If you want to join the dinner group, make sure others know you plan to do so.

### DRIVING IN THE CARAVAN:

There will be a lead car which will do its best to know the route and determine stopping points. There will be a sweep car which will do its best to watch for cars that have problems or get lost and shepherd them back to the caravan. The sweep car should have its headlights on to help cars ahead of it see it.

The slower cars, cars with mechanical problems or cars with smaller fuel tanks should be near the front of the caravan, closest to the lead car.

Keep a steady speed if at all possible. Try to drive as close as possible to the posted speed limit. If you think the caravan is going too fast or too slow, signal the lead car and ask for a speed change.





Maintain a reasonable interval between cars. Keep close enough to discourage non-caravan cars from pulling in between you and the caravan car ahead of you.

When passing non-caravan vehicles, all cars need to keep up the "passing speed" until all the caravan cars behind them have passed the slower vehicle. Don't pull back into the right lane and slow down until everyone can do so.

When passing on multiple-lane roads, the lead car should contact the sweep car and ask it to "block" traffic by pulling into the left lane. Then, all other cars can pull out and pass while keeping non-caravan vehicles from becoming interspersed within the caravan.

When stopping at a traffic signal on a multiple-lane road, occupy both lanes. When two abreast, more of our cars get through the intersection on the same green light cycle. This also keeps "civilian vehicles" back.

When travelling on toll roads, use an "I-Pass" (works in a number of states) so you won't need to stop at toll booths. If cars need to stop at toll booths, use multiple lanes to get the most number of our cars through the toll area in the least amount of time.

### ROADSIDE/EMERGENCY STOPS:

If you need to pull off the road try to signal the lead car, and then look for a side road, rest area, freeway exit, or wide shoulder. Don't stop on a bridge where there is no shoulder. When the caravan stops, pull ahead of any bridge, and move as far off the road to the RIGHT AS POSSIBLE. If near a bridge, make sure the entire caravan is off the bridge. Remember, non-caravan drivers don't expect to see a number of cars pulled over on the shoulder. Make sure you can be seen easily.

When standing near or working on a disabled car, stay on the passenger side, away from passing traffic. If you aren't working on the

car, stay in your car or stand on the passenger side, not the traffic side. One person should stand at the back of the group facing the oncoming traffic with a high visibility vest and bright light. This person should be watching for inattentive drivers and should be prepared to warn the group if something dangerous is approaching.

After a stop, when pulling back onto the highway, wait until everyone is ready to go. Then, the last car pulls onto the road and "blocks" traffic as all other cars roll out onto the highway. (This sounds good but doesn't always work, especially on Interstates. Do the best you can.)

***Remember, this is our vacation. We MUST have fun!!***

*Spuds*



*Continued from page 1*

nice spread. Karen Rust's entry was selected as the 2012 Chili Fest grand champion, and hostess Pat Morgan presented Karen with the new ISOA Chili Champion traveling award.

Tom had set up his famous slot car track for the occasion, and had it running at full blast in his basement. In the vintage slot car category, Ken Kinsey brought his 30-year-old

slot cars and tried them out. After sitting idle for three decades, they did prove to be operative, but just barely. In other words, like their owner and many of the guests, they ran slow. The unseasonably warm weather, for the most part was a welcome change to March meteorology. However, there was a brief shower which



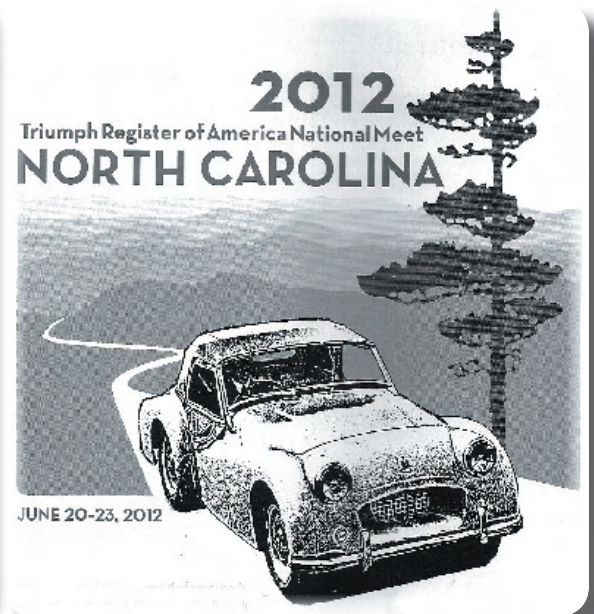
caused those who had arrived with their tops down to scurry about to try to prevent their interiors from becoming soaked

Our collective thanks to Tom and Pat for once again hosting this event. Those who attended were in unanimous agreement that not only was the food, the drink, and the atmosphere excellent, but the camaraderie and fellowship were equally outstanding.

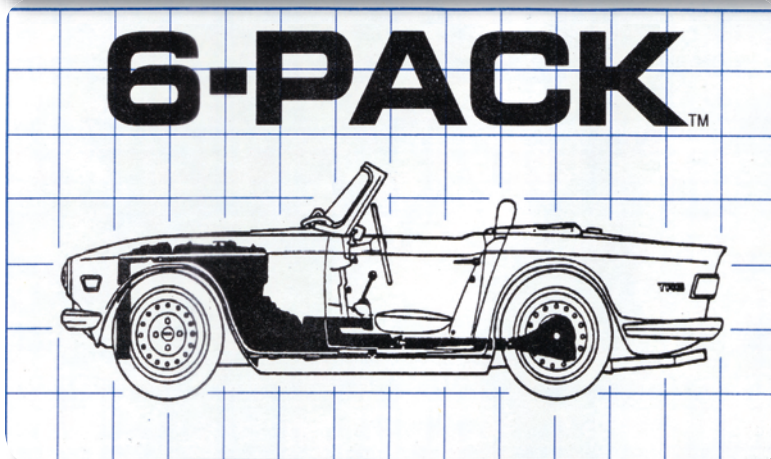
*Spuds*



Oct. 28 - Nov. 2, 2012  
Galveston Island, TX  
<http://www.regonline.com/VTR2012>



June 20-23  
Little Switzerland, NC



TRials 2012  
Sept 6-9,  
Welland, Ontario



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](http://www.michianabrits.com). or contact Larry Palguta (574) 288-3923



August 26th,  
Special ISOA group parking has been reserved.  
Contact Tom Morgan for details



June 17  
Sussex, WI



1937 DELAHAYE 135M OF FOUNDING EXHIBITOR MALCOLM PRAY; PHOTOGRAPHY BY MICHAEL FURMAN.



## BARRINGTON CONCOURS D'ELEGANCE

THE CHICAGO AREA'S PREMIER CELEBRATION OF THE WORLD'S FINEST  
AND MOST RARE CLASSIC VEHICLES

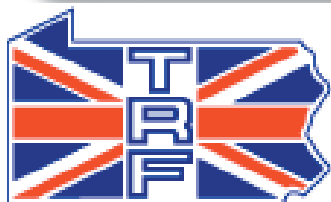
July 14-15, 2012

Makray Memorial Golf Club - 1010 S. Northwest Highway, Barrington



Sept. 9th

Harper Community College - Palatine  
[note: new location]



## The Roadster Factory

SUMMER PARTY 2012-

August 2nd, 3rd, and 4th-

Theme is "Frat Man"-Start Saving Old Sofas Now!-Tau Kappa Delta-Tappa Kegga Day

Shoe



The Sun / Thursday, March 29, 2012

LOCAL/REGIONAL NEWS

## Curmudgeons to host town hall meeting

By **BRENDA BARBOSA**  
STAFF WRITER

It won't exactly be a lovefest, but if attendees want to praise their local officials during the Charlotte County Curmudgeons' open-forum town hall meeting tonight, they'll be more than welcome to do so.

"This (forum) lets

citizens gripe, complain, ask questions, comment or tell their commissioners they love them," said Dale Watson, the president of the Charlotte County Curmudgeons Club, "whatever they want. There are no set questions."

The club will play host to a town hall-type forum from 6 p.m. to

9 p.m. at the Cultural Center of Charlotte County, 2280 Aaron St., Port Charlotte. Charlotte County commissioners, as well as several county department heads, Charlotte County Sheriff's Office staff and a School Board representative will be in attendance to answer questions. Ken Lovejoy

of KCCF Radio will serve as moderator.

"At commission meetings, you don't really have a chance to ask questions because after three minutes they gong you down," Watson said. "This is an opportunity for citizens to really talk to their representatives."

Email: bbarbosa@sun-herald.com

Dear Editor,

During a recent trip to Florida, I came across this article in a local newspaper which I am attaching for your perusal. As if the Schaumburg baseball team's usurping the name of our most hallowed award were not enough, now it seems as if a bunch of red necks is trying to steal the nickname of one of our most revered members. Are we going to stand idly by while some red neck geezers blaspheme the moniker of our beloved VTR hall of famer, Elwood? I say we hire the Barristers for a Buck to litigate against these guys.

Jack B.  
Crystal Lake

Dear Spuds,

While we agree that is clearly poor form to purloin an official ISOA nickname, we have it on good authority that the Barristers for a Buck have been officially banned from Florida following the 1972 24 Hours at Sebring auto race when they failed to appear in bond court after they were accused of ingesting massive quantities of recreational pharmaceuticals without a prescription. Consequently, we will have to allow this transgression to go unchallenged. Besides, the time frame seems to conflict with the Early Bird Specials and reruns of "Dancing with the Stars."

Dear Editor,

I notice you guys don't have any paid advertising in your birdcage liner of a newsletter. How can you afford to maintain an oxycotin habit without collecting any dough from advertisers? Did you call somebody a slut and lose all your sponsors? If so, what plans do you have to them b a c k so you can haul s o m e c a s h ? Just curious.



RL

Dear Rush,

Actually, we don't accept any commercial advertising because we don't want to be beholding to any vendors or businesses, lest we give anyone the impression that there might be any hint of impropriety at Snic Braaapp. However, in answer to your question, we haven't called anybody a slut [recently]. However, if we do decide to become involved in any unfounded, misogynistic name calling, you'll most definitely be among the first to know.

ED



### 2012 ISOA BOARD OF DIRECTORS

President Roman Hrynewwcz  
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rah\_63@comcast.net

Vice President Jay Holekamp  
630/653-0610  
jholekamp@sbcglobal.net

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Publisher

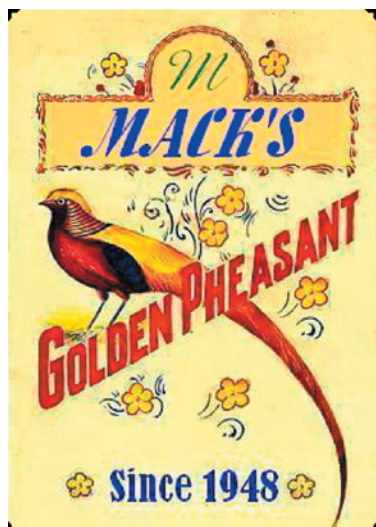
BCU Mike Blonder\*  
Reps Terri Underhill

\*past president





## APRIL 2012 MEETING NOTES



BY ISOA SECRETARY  
PETER "MAESTRO" CONOVER

The April meeting of the ISOA was called to order by President Roman Hrynewycz just after 7:00pm, after which Roman introduced those Board members in attendance. Roman noted that due to the Jensen's absence (for a very worthy cause) there would be no regalia sales that evening except for ISOA license plate frames. It was announced that we have sold out of the bright (polished stainless) finish frames, but still had frames remaining in brushed and black finish. A quick show of hands indicated that there was only minor interest in getting more bright finish frames; as there is a minimum order required and not wishing to have excess stock, it was decided that we would not order any additional frames for the time being. Roman then asked if there were any new members present. Kyle Kayson, Dave Kayson's son, introduced himself, as did Dave Robbins who is in the market for a TR-6, and Paul Friedman, who has a '78 Spitfire.

In the ongoing project segment, Al Christopher has front fender patch panels for his TR-2, Tim Mantell has made progress on various parts of his TR-8, and the sheet metal on Joe Pawlak's LD2 Stag project is

ready for welding. Bob Streepy mentioned there is an article on the Rusty Galore project in the latest Triumph World magazine.

In recent past events reports, Ed Klich and Joe Kaplon reported on the recent Carb Clinic hosted by the Jensen's. There were about 25 participants, and about 8 sets of carburetors were rebuilt. Denise Allgaier, as a first time participant, gave her positive impressions of the annual Chili Party once again hosted by the Morgan's, in which Karen Rust's chili was voted best of the 6 competing entries.

For the meeting's main discussion topic, Roman gave some tips and instructions for improving the illumination of dashboard gauges. In addition to the traditional upgrade to halogen bulbs, recent improvements and increased availability of various LED bulbs have augmented the options available to us.

Filling in for Jack Billmack, Mark Hattenhauer went through the list of the many events upcoming in the next few months.

Just before a break, Jim "Screamer" Aldridge serenaded us with his latest Triumph related opus. Inspired by the activities at the recent Carb Clinic, Jim transformed Jim Croce's classic song "Operator" into a similarly heartfelt (but much more amusing) "Carburetor."

I announced that I had brought a stack of flyers that I had obtained from the Illinois Secretary of State regarding Expanded-Use Antique Vehicle plates that were to be available beginning at the beginning of April. However, as I write this, I have since found out, the official notice notwithstanding, that they are currently still not available.

In the parts and cars for sale portion of the meeting, Mark Moore announced he had been contacted by an individual in the Rockford area who has a TR-8 available, and to get in touch him for further details.

Somewhat further afield, John Shaw announced that he has a friend in Montreal who is selling a TR-250.

Ed Krakowiak donated a pair of items to be auctioned. In-house auctioneer Bob Streepy did his able best to lever up the selling prices of a copy of Triumph Cars in America by Mike Cook, as well as a poster commemorating the 2012 Mitty event.

The monthly raffle was drawn by new member Dave Robbins. The winning ticket was held by Don Sheldon, who opted for one of the mystery bags of items rather than a set of tune-up parts (to be used at the upcoming Tune-Up Clinic).

For this month's Peter M. Roberts award, the only proposal was from John Kolton who nominated his brother Bill for helping to take the body of the frame of his TR-4A. There being no other nominations, Bill was accorded this month's honor. There were no Boomer nominations.

I mentioned that an upcoming episode of Wheeler Dealers on the Velocity Channel would feature a Spitfire. John Kolton made the suggestion that we look into an improved Club banner that we could use to bolster our already stellar image at local and national events, and idea that will be pursued.

The meeting was then adjourned at around 8:40.



*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:** 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]

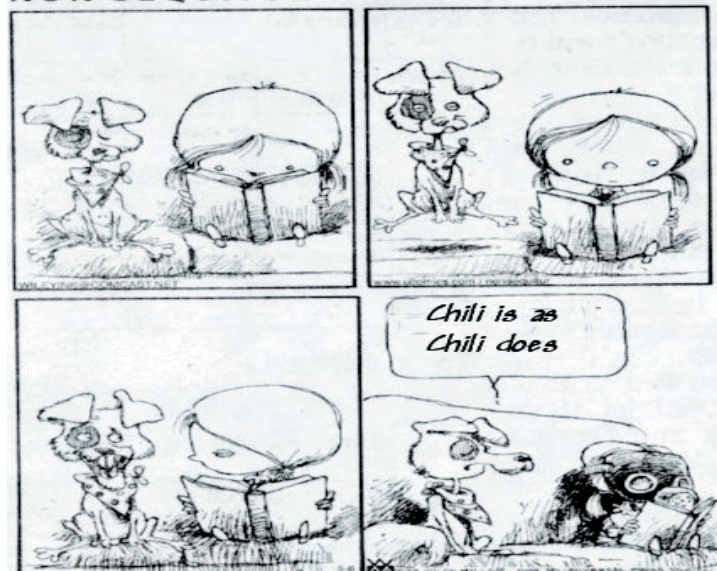
**Wanted:** Cash paid for vintage vinyl. 45s or LPs. To be used for Spinal Tappets archival research. Contact Dan Swanson [tsplit74@comcast.net](mailto:tsplit74@comcast.net) or 630/271-1138 [04/12]

•**For Sale:** TR4 grille VGC, 70-72 TR6 dash, Good shape, Lucas 551 Reverse Lamp - period correct for TR3, Bob Streepy [trstreep@sbcglobal.net](mailto:trstreep@sbcglobal.net), or 630/372-7565. [04/12]



Gooding sold this Triumph TR3 for \$59,400 at Scottsdale in 2012. (Photo courtesy of Gooding and Company)

## NON SEQUITUR



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

Jerry Kokosinski 5/02

Bill Jensen 5/03

Kris Hall 5/05

Sheryl Stier 5/05

Rob Paczkowski 5/07

Mary Lou Gleason 5/08

Joan Shedor 5/09

Vickie Korey 5/09

Hank Sikora 5/12

Mark Anderson 5/15

Diane Mueller 5/18

Jim Chodak 5/21

Chris Muren 5/23

Bruce Bodenstein 5/24

Adrian Jaworski 5/25

Debbie Larson 5/25

Pete Ballard 5/29

## New Members

ISOA memberships @169 - ISOA members @ 229

Kyle Kayson

302 S Grace St., Lombard, IL 60148-2839

630 773-2040 - Email: [kkayson@yahoo.com](mailto:kkayson@yahoo.com)

75 TR6, others

Paul Freedman

207 S Park Blvd., Streamwood, IL 60107-1713

Email: [skull@wowway.com](mailto:skull@wowway.com)

78 Spitfire 1500

**Snic Preview - Coming next month**

**INSIDE YOUR JUNE**

**SNIC BRAAAPP**

•**Distributor Clinic**

•**Mitty Races at Road Atlanta**

•**Rusty Galore Races the Chumps at Elkhart**

•**Tune-Up Clinic**

**Lots More Stuff**





## ISOA ON THE WORLD WIDE WEB

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

Your userid and password is only for the membership roster that we keep on the website. Each ISOA member must logon to the site with his/her own nickname and password to gain access to the "Members Only" material.

### ONLINE ROSTER ACCESS INFO

# ***Snic***

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

# ***Braaapp***

## ***THE REAR VIEW MIRROR***

***MAY 2012***



***DAVE & JAN KAYSON IN 1960 TR3A AT 2005 VTR***

***- R.I.P. STUMPY JOE -***

***PHOTO BY STACY McREYNOLDS***