



SNIC

BRAAAPP

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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

VTR CONVENTION 2012

TEXT BY BOB "SUDS" STREEPY - GRAPHICS BY THE AUTHOR, JACK BILLIMACK, JAY HOLEKAMP, AND IRV KOREY



THIS YEAR'S ANNUAL Vintage Triumph Register convention was held in Galveston, Texas, from October 28 until November 2. The 34th edition of the North American Triumph Challenge celebrated 50 years of the Triumph Spitfire and was hosted by the Texas Triumph Register. Among the 137 registrants, ISOA was represented at

the convention by Jay Holekamp [TR4], Irv Korey [TR6], Chris and Griz Holbrook [Stag], Jack Billimack, and your humble and obedient scribe [TR4].

The proceedings began on Sunday, October 28, as registrants across North America arrived while vendors set up their displays. The first official function of the event took place Sunday evening with the annual VTR board meeting.

Jack and I left early Sunday morning and covered a little over 700 miles, spending the night in Arkadelphia, Arkansas. We drove the remaining 425 miles Monday morning and arrived at the host hotel around 1 PM. We then hooked up with Jay and Irv, who had arrived the preceding day. Jay and Irv had made great time getting

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INSIDE YOUR DECEMBER SNIC BRAAAPP

- Sir Bentley's Holiday Gift Guide
- Rusty Galore Races at Elkhart
- Yuletide Prose & Poetry
- Burnout goes to a New England car show
- Electrical Troubleshooting Clinic
- Lots More Stuff



In November, fresh from their success in the LeMons Series at Joliet, Team Bondo ventured to Elkhart Lake to compete in the Chump Car Series at Road America. Regrettably, they were involved in a totally unnecessary accident on the very first lap, which team captain Mark Fisher painfully recounts in the following article

CHUMPCAR WORLD SERIES

TEAM BONDO RETURNED TO RA FOR the "Slide into Winter" Chump-car races. Saturday morning, the air was chilly but electric, as the organizers reminded everyone to drive using their heads (no one ever won a 7 hour race on lap 1). Roger "the Stig" Briggs suited up and got Rusty into pit lane. After a few laps under the yellow flag in parade formation, the race was on.

A novice in a BMW tore past Stig and lost his talent coming out of turn 5. He hit the rumble strip at the outside of the track and took a wild ride on the grass. Instead of stopping, the Jackalope chose to gas it up the hill. His wheels were hard left when they gained purchase on the asphalt.

He drove straight across the track, broadsiding Rusty and spinning her into the outside concrete wall on the first lap!

After Roger nursed it back to the pits, we discovered that the nose was pushed a foot to the right, the radiator was squished and leaking from where the frame rails had pinched it on the bottom.

When the chips are down, ISOA really shines. When we couldn't find a shop to unbend the car on a Sat. afternoon, the crew went to work. We pulled the aluminum radiator, and with some garden tools, we turned the outlet from a heart shape back into a circle. LA used a sawzall to abbreviate the bumper in line with the fender, and Black Flag used his Explorer and a tow strap to perform a "Kentucky Alignment," bending the frame more or less straight. After

some sympathetic love from a slide hammer and a quicky alignment, we were ready with an hour to go. Roger valiantly got back in the saddle and reported that the car drove ok.

LA took the first stint Sunday, and except for cold tires, the car ran well. Karsten took the second shift, with some minor throttle cable issues. I drove 3rd with no issues, except that I was not getting full throttle either. Roger went in for another stint, and LA finished out the day (33rd out of 68).

I am very proud of this team and thankful for the cool heads and steadfast spirits of Roman and fellow racer Mike Smith on Saturday. What could have been a real letdown turned into a Triumph over adversity.

Silo



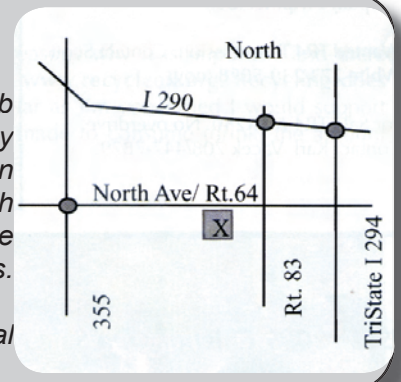
Top Row L-R Note BMW to far right off track. He steers back toward the pavement and enters the course.
 2nd row - BMW pulls into race traffic, collides with Rusty Galore in front right quarter and slams TR7 into infield.
 3rd row - Rusty being towed back to paddock.



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

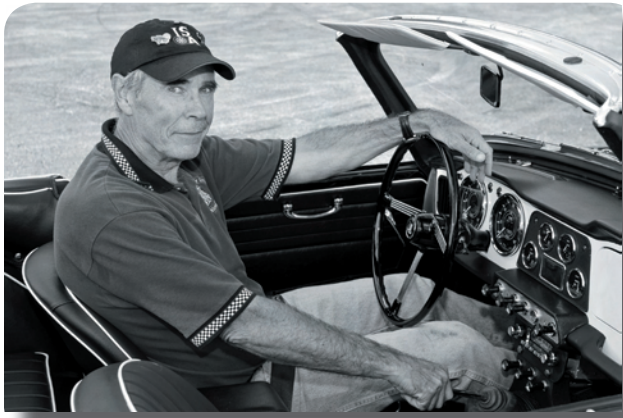
| Month | Date | Day | Time | Event |
|-------|------|-------|--------------------|--|
| DEC. | 2ND | SUN. | 4:00 PM 7:00 PM | COVENTRY IRREGULAR GO-KART CHALLENGE III ISOA GENERAL MEMBERSHIP MEETING [BOARD 6:00] |
| JAN. | 1ST | TUES. | 10:30 AM | OUTER DRIVE HERO'S RALLY - NORTHERLY ISLAND |
| | 6TH | SUN. | 7:00 PM | ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] |
| | 19TH | SAT. | 8:00 AM | DIFFERENTIAL CLINIC - HOLEKAMP'S, 133 DANADA DR., WHEATON |
| | 26TH | SAT. | 6:00 PM | 2013 BIG BASH, MORETTI'S - 1175 W. LAKE ST., BARTLETT |
| FEB. | 10TH | SUN. | 7:00 PM | ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] NOT THE FIRST SUNDAY |
| | 24TH | SUN. | 8:00 AM | 17TH ANNUAL ALL BRITISH SWAP MEET & AUTO JUMBLE - DUPAGE CTY FAIRGROUNDS |
| | TBA | SAT. | 8:00 AM | TRANS CLINIC PART I - YOTT'S 412 CARLA CT., SILVER LAKE, WI |
| MAR. | 3RD | SUN. | 7:00 PM | ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] |
| | TBA | | | CHILIFEST - MORGAN'S 4N154 THORNAPPLE RD., ST. CHAS. |
| | TBA | SAT. | 8:00 AM | TRANS CLINIC PART II - YOTT'S 412 CARLA CT., SILVER LAKE, WI |
| APR. | 7TH | SUN. | 7:00 PM | ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] |
| | TBA | SAT. | | CLINIC |
| | 31ST | WED. | 3:00 AM | HOUSE ON THE ROCK TOUR XXXVII |
| MAY | 5TH | 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:

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A LITTLE BS FROM BS

NEWS AND VIEWS FROM
THE BUSTED KNUCKLE GARAGE

-TSS-

BY SNIC BRAAAP EDITOR BOB STREEPY

UPON REGAINING CONSCIOUSNESS following a recent extremely private “procedure,” the attending gastroenterologist, who had just removed a polyp from a portion of my anatomy that nice people don’t talk about, came into my recovery room and told me that all had gone well. He then asked me what I at first thought was a rather strange question. [No, it was not whether I wanted dinner and a movie.] He wanted to know whether or not I owned a Triumph. “What makes you think I am Triumph sports car owner?” I asked. He then told me something rather interesting. “I can always tell when a patient owns a Triumph,” he said. “All you Triumph guys have the sphincters of a 20-year-old.”

As the anesthetic wore off and I slowly gathered my wits, it began to dawn on me why those of us who choose to operate archaic British cars apparently have the “tight sphincter syndrome” in common. I hypothesized that driving a Triumph for extended periods of time, knowing that at any moment some unforeseen catastrophic failure may leave us stranded on the side of a road, contributes to the excellent physical strength and well-being of our sphincters, but I digress.

As of this writing, we have just witnessed the season’s first snow accumulation and Lucille the wonder car [as in, I wonder if anybody would give me 20¢ on the dollar for what I’ve got wrapped up in this thing] and her

stablemate Lamont [not the world’s nicest TR4 - just the most expensive], are bedded down for their winter hibernation. Both are perched on rollers and snuggled beneath their car covers, their batteries tucked away in the basement nursing on a trickle charger. I can only assume they are both fantasizing about frolicking along bucolic two-lane blacktops next year or envisioning

the ambrosia of a fresh infusion of 20-50 weight Castrol, with a ZDP chaser.

The annual ritual of storing my Triumphs for the winter always triggers mixed emotions. While clearly it goes without saying that grinding gears along some rustic byway with the top down won’t be taking place any time soon, it is also somehow reassuring to know that the likelihood of spending considerable time with the bonnet up on the roadside with an inoperative Triumph is also not likely any time in the immediate future.

Over the course of 2012, as during just about every year since 1985, I had occasion to experience the agony and ecstasy that accompany Triumph ownership. A case in point - my trip to the Triumph Register of America national convention in North Carolina [which was chronicled in the previous issue of this august publication] included several hours of downtime due to not one, but two failed fuel pumps. I also spent the first half of the driving season with a semi operative TR6 due to some fuel and ignition demons that were eventually exorcized by Steve Yott. While the knowledge of impending disaster may seem exciting to some, at my age, I can do without such exhilaration.

Certainly it can be said by all of us who share a passion for motoring about in our archaic British sports cars that there are few joys in life that compare to a glorious day of open air motoring on a bucolic, twisty, two-lane blacktop. However, I must confess that my sphincter never fully relaxes until November at which time Lamont and Lucille enter their annual four-month period of extended slumber. At least from now until April, I can be reasonably

confident that neither of my Triumphs will be leaving me stranded. That same sense of self-assurance will not extend past next spring when we start the cycle all over again, and I will again be doing the sphincter calisthenics that have left my lower intestinal tract so buff.

Perhaps it is that very sense of tempting fate that adds to the general euphoria that accompanies driving a Triumph. I had foolishly thought that by trailering my TR4 to the VTR convention in Galveston that my TSS [tight sphincter syndrome] would be diminished or better yet, eliminated. However, that hope also proved to be false, since I was plagued by nightmares of detached trailers careening through space with my beloved Lamont hurtling into a phalanx of oncoming 18 wheelers.

For now at least, we can pass the upcoming “cabin fever” time with a relaxed sphincter by looking forward to national 2013 driving events, to include TRA in Kentucky, the Six Pack TRials in Michigan, and possibly the VTR convention in California, not to mention the regional trips to Bloomington, Sussex, Kalamazoo, etc.

All in all, as we look back on 2012 and weigh the time spent on the Cherohala Parkway dealing with a recalcitrant fuel pump against the time driving the Blue Ridge Parkway, the Kettle Moraine, and the back roads of Northern Illinois and Southeastern Wisconsin, it is abundantly clear that the grins outnumbered the tears. We further suspect that when that first nice day of spring rolls around, we’ll fire the old girls up, and do it all over again..

As Mary Jo Holekamp has sagely observed on more than one occasion, driving a Triumph is a manufactured adventure, and who am I to argue? I guess if I really wanted to drive around with a totally relaxed sphincter, maybe I should check out a late-model Miata. However, upon carefully reviewing the Monroney sticker at the Mazda dealership, I saw in very fine print: “Caution driving a Miata may be hazardous to your colon health.” So there you have it, empirical proof that Triumph ownership is good for you. You read it here first.

Suds



ROAMIN' WITH ROMAN



BY ISOA PRESIDENT
ROMAN HRYNEWYCZ

ONE OF THE GREATEST ASSETS that ISOA has is our members. ISOA is comprised of an extraordinarily diverse group of people who have come together to form a community based on their love of a long defunct sports car brand. Many have joined simply because of the camaraderie and the sense of community that we all enjoy. Yet others have come into the fold to avail themselves of all of the activities that the club sponsors. Some of the most attended of these activities are our technical sessions. These hands-on maintenance and repair clinics are a very big selling point for attracting new members. There is much to be learned from our experts who take it upon themselves to plan and host one of these events. There is a lot involved in making a technical clinic informative, enjoyable and useful. Recently, it has been brought to my attention that there is a sentiment of discontent coming from our technical experts. Some feel that there are members who are taking advantage of the experts by using their services without ever intending to learn how to repair their cars for themselves or for not offering up thanks for a job well done. I, for one, do not want to believe this can even be the case. However, there has been ample evidence presented to support this assertion, and it saddens me.

I have been very grateful for all of the help that I have received throughout the years to keep my TR6 in prime running condition. I also have been very grateful for all of the members who perform their duties so that this club can remain vibrant and growing. I know I may have not always said that to the people who deserve it most. Like many others before me, I tend to take things for granted especially when everything is working smoothly and going well, such as with this club. So from the bottom of my heart, I would like to thank everyone involved for making this a wonderful club.

Now back to the topic at hand. We and by that I mean all of our membership, need to strive to be the most responsible people we can be. We must remember that every position within the club is a volunteer job. If the host of the technical session does not feel that the membership appreciates what has been done, they may not volunteer to have another. We must all strive to be on our best behavior (within reason) at these functions as well. Usually the clinics are held in someone's home, and we need to be cognizant of this. Back in my youth when I would go hiking, many of the national parks had a strict rule on trash, and that was, you needed to hike out what you hiked in. I know this does not apply exactly to a residence, but I mention this to illustrate a point, tread lightly! You want to leave a host's house in at least the same condition as you found it. No messing things up! Treat your host and their property with the respect that they deserve.

Now, for the few of you out there who believe that their membership dues entitle you to having your cars repaired for free, I have a bit of

a shock for you, it does not. When attending the clinics, please come with the mindset to learn how to take care of your own car. For some of us, it is a daunting task as our knowledge of mechanical repair and physical abilities may be lacking. For those who fit that description, it is nothing to be ashamed of. Not everyone can be a master mechanic or technician. If you find you are in need of help that is beyond a normal tech clinic or you need something repaired right away, I encourage you to contact your favorite club expert for assistance and discuss the situation with them. Offer them compensation, and come to an agreement about it before any work is performed. If this is not a situation that you are comfortable with, then I would suggest finding a specialist shop or mechanic to remedy your problem.

Another part of these clinics is that they usually involve food. For many years it has been common ISOA practice to set out a contribution jar to cover the cost of providing snacks and lunch. At some of the events, the money left in the jar has come up short in covering the costs. As all of you should know, inflation has been driving up the prices at the store and no one is immune from it. Please keep this in mind when you reach into your pocket for your contribution. None of the hosts is looking to make money from these events, but we also don't want to put them out. So please remember the cost of everything continues to climb, and we want to keep our fellow club members whole, so that they will continue in assisting us in our quest to keep our cars on the road for the foreseeable future.

Junior

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



VTR cont'd from page 1

there - too good in the mind of an Illinois state trooper who cited Jay for living up to his ISOA nickname "Cannonball." Interestingly enough, Irv was travelling at the same speed, but the constable chose not to issue a "two for one."

After unloading and checking in, Jack and I looked through our registration packets and studied the schedule of events outlined in the program booklet. We debated which activities to participate in and which to pass on. The registration room also included vendors, items up for silent auction, and a display of crafts, models, and photos. The raffle prizes, including United Airlines round-trip tickets, Southwest Airlines round-trip tickets, a Robbins convertible top, a weekend stay at Saint-Luis Resort, and a two night stay at the Golden Nugget casino in Las Vegas were also on exhibit.



There were several tech sessions listed in the program book, including sessions, "Is your Triumph a Standard?" by Ron Stein, founder of Keels & Wheels Concours D'Elegance, "Performance Tuning Your Triumph," by Richard Good, proprietor of Good Parts, "Racing Experiences in Spits and TR6s," by Jim Ray, four-time Southwest Division national Champion and "Adventures with TRs," by Ted Schumumacher and Mike Cook. Ted is a former TR racer and proprietor of TSI Imports and Mike is a former executive with Triumph and currently the editor of the VTR magazine.



There were a number of self-guided tours available for any free time, including visits to the Lone Star Flight Museum, [where Jay and Irv went on board a B-17], the Moody Gardens, a family entertainment venue, a water park, Seawolf Park, where a WW II submarine and destroyer were on display, Pleasure Pier amusement park, the historic Strand district with many mansions and commercial buildings dating back to the 19th century.

The registration process was exceptionally well-organized, and the host club displayed some excellent wall charts which listed the names of the registrants, what kinds of cars they entered, where they were from, how many were there from each club, etc.

We attended the welcome reception on Monday evening where we mingled and enjoyed an excellent buffet around the pool of the San Luis Resort Hotel, the host property for the convention. The resort was a beautiful facility with first-class accommodations overlooking the Gulf of Mexico. The welcome party is always a highlight of any VTR convention and provides an opportunity for the participants to reconnect with old Triumph friends as well as making new acquaintances from within the fraternity of Triumph owners. Since Irv has been at every VTR convention, it goes without saying that his circle of acquaintances extended to countless attendees.

Following the welcome reception, we adjourned to the parking lot where we engaged in one of ISOA's most hallowed traditions – the parking lot patrol, an institution dating back decades in which Coventry Irregulars set up lawn chairs and visit til the wee hours. We are pleased to report that the circle has not been broken as Irv, Jack, Jay and I stayed up late [at least for us] into the night visiting with other conventioners. We even observed some participants making a few repairs.

Our first official VTR function took place Tuesday morning when we caravanned with 40 or 50 other cars on an early morning breakfast run. Since the convention took place on an island, the drive itself was relatively brief. The restaurant was well-prepared, the food was tasty, and everyone seemed to enjoy themselves. Following the breakfast run, we returned to the parking lot of the host hotel and received our instructions for the gimmick rally. The course covered roughly 24 miles and required the participants to answer a number of questions on local points of interest. The rally took us along the Gulf Coast and into the historic section of Galveston. We made frequent stops to record dates and names, from historical plaques or signs. Midway through the rally, we arrived at Seawolf Park for a walking tour where we had a chance to see a U.S. Navy submarine mistakenly sunk by our Navy in 1944 and also



a World War II destroyer. From there, we returned to the car and drove through a local cemetery in search of answers for our rally sheet. Jack and I were able to answer most of the questions during our roughly three-hour tour, and we got back to the host hotel in time to participate in the funkhana. It featured a reasonably short course and required the navigator and driver to work closely to complete some driving as well as ambulatory maneuvers. Sad to say, Jack and I did not do too well in this event, placing among the slower teams. Jay and Irv did somewhat better, but ISOA was shut out of the awards in this event.

That evening there were several official dinner runs; however, Jack, Irv, Jay, and I opted for dinner on our own at a restaurant that we had seen on the rally that turned out to be quite pleasant. From there, it was off to Ben and Jerry's for ice cream, another ISOA tradition.



On Wednesday, we were up early to participate in the panoramic photo shoot held in a parking lot a few miles

away from the host hotel. Veteran VTR participants are well aware that the panoramic photo can often be a very chaotic event; however, the 2012 version proceeded very smoothly, and as luck would have it, we managed to be positioned front and center. Since it was Halloween, a perky young lady in a Batgirl costume happened to be there, even though 8:00 AM is a bit early for trick or treating. She opted to pose for photos in front of my black TR4, since to her, it apparently resembled



a mini version of the Batmobile. The cars were dismissed in small groups from the panoramic site, to drive to the site of the car show, some 4 or 5 miles away.

The car show was held on a pier extending out into Galveston Bay, and as such, parking was potentially problematic. To their credit, the organizers had drawn spaces on the pavement of the pier and numbered them so that the participants could easily find their designated parking space with a minimum of confusion. Quite honestly, when we first heard about the procedure for the car show, some of us, myself included, were



a bit skeptical about the practicality of the system as it was explained to us. However, the planning did pay off, and all 137 cars were parked relatively quickly and in their proper places.



The weather for the entire convention was spectacular with temperatures in the 70s with nary a cloud in sight. The car show itself was very impressive, and the quality of the Triumphs on display was unmatched. The event lasted until midafternoon, and by that time, virtually all of the participants had ample opportunity to view the display of Triumphs which ranged from a 1930s Super 7 to the final TR 8s which had emanated from the Triumph Motor Company.

When we returned to the hotel lot, we found Kent Howard, an old friend from WI, dealing with a recalcitrant generator on his TR4A. Jay, an expert generator changer, offered to help, but a guy from Houston, in effect, rejected the assistance of a man who has owned and driven a TR4 for forty years and has forgotten more about swapping generators than this guy will ever have. Oh well.....



Since Wednesday was October 31, the organizers had planned a Halloween costume party in the host hotel after dinner. There was actually formal judging of the outfits, as well as masks for those who had not brought proper attire with them.



Needless to say, Spuds had brought a getup, while Irv and I chose to go as curmudgeons. Leading up to the convention, Jack had been somewhat cryptic about his Halloween attire, and I began to suspect that he had actually brought a very elaborate Halloween costume. What he came up with, in fact, was a black T-shirt with white stripes to indicate a road,



to which he pinned a plastic fork. Thus his outfit was that of a "fork in the road." What was particularly surprising was that two other people had identical costumes. Irv and I determined that Jack's was

the best and awarded him an unofficial 1st place in the competition. Like any judged event, there were some

over-the-top getups including Dracula, the Wolfman, Ghostbusters,



Marilyn Monroe, and a few others that defy description. Perhaps the highlight of the Halloween party was the open ice cream bar, which certainly pleased Spuds to no end.



On Thursday, November 1, the principal event was the autocross.

It was held on the same lot as the panoramic photo from the previous day, which meant getting there was relatively easy. The Houston SCCA chapter set up a fairly challenging and lengthy course in the lot, and the walk-through was held at 8 AM. There was a drivers meeting from 8:30 to 9:00, and the first car was off at 9:30. The organizers provided a large canopy to protect the observers from the rays of the sun, which we all appreciated. There was also an ample supply of complimentary bottled water, and the organization of the various heats was very evident. The fastest time was recorded, to no one's surprise, by Richard Good in his prepared 71 TR6. Richard completed



the course in just over 1:30. Things wrapped up in early afternoon, which gave everyone plenty of opportunity to hang out and even do some preliminary packing before getting ready for the evening banquet. It also provided an opportunity to observe a few of the 70,000 bikers who were scheduled to descend upon Galveston for the weekend and give us a chance to get out of town before they took over.

There was a social hour prior to the awards banquet with an entertaining slide show of the cars and events from the preceding three days. Unfortunately, the convention keynote speaker, Richard Lentinello, editor-in-chief of several *Hemmings* publications, was prevented from attending due to Hurricane Sandy. After dinner, there was a nice video promotion for the 2013 VTR convention which will be hosted by the Triumph Travelers Sports Car Club in San Rafael, CA on October 2-6 of next year.

The ISOA members did not go home empty-handed. Chris Hol-



brook received a People's Choice award, Jay earned a preservation award for his TR4, and your humble and obedient scribe went home with an award in the model contest and second place in the TR4 concours. A complete list of all award winners will be published in the next issue of *The Vintage Triumph*, the VTR magazine.

The following morning, the ISOA contingent was on the road bright and early. We covered about 700 miles on Friday and spent the night in Sikeston, MO, where we opted for a meal at a Mexican restaurant within walking distance of our motel. Sadly, after observing a strict diet for the last few years, the cuisine did not seem to agree with Irv, and he suffered from some gastric distress on the remaining 425 miles on Saturday.

We came away from the Galveston convention quite impressed with the efforts put forth by the Texas Triumph Register. Their club did an outstanding job of planning for this convention. The registration procedure, the parking, the events, the banquet, etc. were all extremely well-organized, and the members of the host club were always available to help out with any issues that occurred. Our hats go off to the TTR for providing us with a great week and an excellent experience in Galveston, and we can only hope that when our turn to host the convention rolls around in a few years, that ISOA can achieve the same standard of excellence established by the folks in Texas.

Suds





TROUBLESHOOTING CLINIC TEXT AND GRAPHICS BY JACK BILLIMACK AS TOLD TO BOB STREEPY



IT HAS BEEN SAID THAT LUCAS ELECTRICAL problems and Triumphs go together like a nun's knees. With that in mind, it came as no surprise that a significant number of Coventry Irregulars sought out the expertise of ISOA electrical tech gurus Tim Buja and Joe Pawlak on Saturday, November 10 at the club's concluding technical session of 2012. The troubleshooting tech clinic was held at the international headquarters of Vi Data Print on Foundry Drive in St. Charles, Joe Pawlak's place of business. The shop provided ample room for several cars inside, as well as a convenient gathering place for the ISOA Triumphistae. Some 30 ISOA members, a dozen or so of whom drove their Triumphs gathered on Saturday morning, November 10th, to socialize, to observe, or/and more importantly, learn proper protocol for diagnosing electrical problems.

Things got underway around 8:30 as the early birds enjoyed coffee and pastry before the actual work itself began. Prior to the diagnostic work, Joe and Tim presented a refresher course on automotive electrics, supplemented by some purpose-designed graphics that Joe had created. Denny Hill's 1972 TR 6 was the first car to be analyzed. Among other things Denny's TR, which he has had since it was new, was suffering from a malfunctioning fuel gauge,

inoperative temperature gauge, and malfunctioning rear lights. Joe and Tim tracked down several these problems and among other things, discovered corroded connectors, perished sockets, and burned-out bulbs. In short order they were able to rectify the malfunctioning components and for the first time in recent memory, the car appeared to be fully functional in terms of its electrical system.

Next up Mike Blonder's TR for was diagnosed. The issue of uppermost concern to Mike was a nonfunctioning horn. This was quickly resolved by Joe and Tim and from there they moved on to the 1976 TR 6 of Greg Fantozzi. They found a number of incorrectly wired components, most of which they were able to repair. It appeared that the harness itself, which Greg had replaced when he restored the car, was not the right one for that year, and so some of the proper wiring appeared to be missing. Consequently, some of Greg's issues had to be put on hold, but the problems were identified for later attention.



Following Blonder's TR4, Mark "Painless" Hattenhauer's TR 6 was the focus of attention, and in relatively short order, the horn and hazard flashers were fully operative. Tony Salem was also Joe and Tim's diagnosed. Some of the terminals on his TR 6 were corroded and once cleaned, most of the components that were previously problematic had become functional. Jack Billimack brought his TR 6 in because his flashers, oil pressure gauge, and trunk light had all ceased to oper-

ate. Each of these components was evaluated and the source of the problems identified and rectified. Apparently the bulb holder for the truck lamp was not tight enough, the switch for the oil pressure gauge was bad, and the flasher was not properly wired. Tom Morgan also had some minor electrical problems that were diagnosed and repaired on his TR 6; however the same cannot be said for Ed Klich. It quickly became apparent that his TR 6 was suffering from some major issues which would've taken much longer to rectify than a simple troubleshooting clinic allowed.



Around midday Kathy Pawlak arrived with the fixings for pulled pork sandwiches and Pat Morgan brought in a container of homemade potato salad which made for a hearty and tasty lunch. By mid-afternoon, more than a half-dozen cars had been sorted out and the vast majority of the electrical gremlin had been exorcised.

ISOA owes a huge debt of gratitude to both Joe and Tim for sharing their electrical knowledge and volunteering their time to help out those members who are not his gifted in terms of electrical troubleshooting. As a club we are indeed fortunate to have members who are not only capable of expertly dealing with these issues, but also willing to share their skill with those of us for whom these problems are often times totally baffling.

Spuds



PETER CONOVER'S ASTON MARTIN DOES **NOT** WIN AT BRITISH CAR SHOW!



TEXT AND GRAPHICS BY BOB "BURNOUT" STEELE

HOWEVER, THE JUDGES DID AGREE THAT HE PROBABLY WOULD HAVE WON had his car been there. Alternatively, they had to give best of show to some dusty 70 year old Rolls Royce. I cleverly surmised that the reason for Peter's car absence was because we were in Stowe, Vermont, about a thousand mile drive from his home.

Every year the weekend after our B.C.U. in September there is a 3 day event in the Green Mountains of Vermont called The British Invasion. The area gets inundated with about a thousand British cars of all shapes, styles and rarities (I actually saw a Triumph Gloria). Although it is a bit of a drive, I stopped on day 1 at a Cousin's house on Lake Erie, and on day 2, I went to the Baseball Hall of fame in Cooperstown and Saratoga Springs. These side trips added a few hundred miles more, but with the TR-8's highway ability and my brain numbness, the extra

hours didn't matter. Once I arrived, I met up with Woody Cooper (The Wedge Shop) and about a dozen or so TR-8 owners, as well as a few TR-7's so we had our subgroup of wedgies.

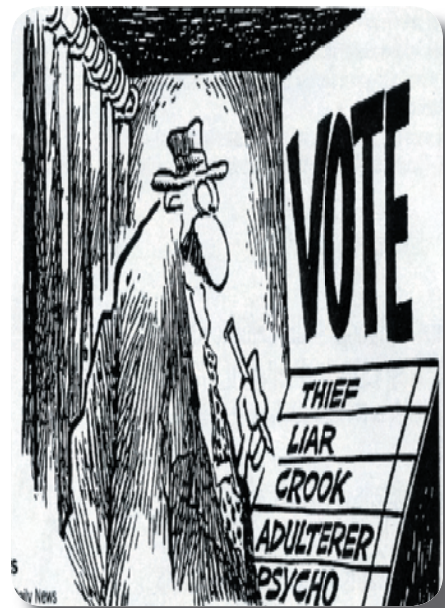
On Thursday, there were tours of the area which is superb turf for sports cars with its twisty roads in the mountains. On Friday evening, all the British cars (that were still running) come into this historical New England village where they exclusively park on the main street. Other than the dollars they generate for the local merchants (there are some great shops and restaurants), I think the town has the ulterior motive of resurfacing their streets with fresh oil. Saturday is the main show, and it's interesting seeing different iron (or should I say wood) primarily from the northeastern states and Canada. There is also a large tented area and somewhere in the vicinity of 25 venders, so there are lots of to see (buy) and eat.

Collectively, there were about 25 TR-7s and TR-8s on the field for the main show on Saturday, as well as hundreds of other British cars. On Sunday, there is also a show on Sunday with cars grouped by color.

I flew back out of Boston, as I left the TR-8 to spend the winter with its other TR-8 brothers and sisters in Woody's shop and get a few upgrades.

Given the time and distance, I don't see too many ISOA'ers going out there next September, but if you are going to be in New England (especially since the fall colors are just starting), this is a great stop.

Burnout



THE FOLLOWING MEMBERS WERE NOMINATED FOR THE 2013 ISOA BOARD AT THE NOVEMBER GENERAL MEETING. WRITE IN NOMINEES WILL ALSO BE PERMITTED AT THE DECEMBER ELECTIONS.

Jack Billimack

Tim Buja

Peter Conover

Mark Hattenhauer

Jay Holekamp

Roman Hrynewycz

Kim Jensen

Irv Korey

Rick Paulsen

Bob Streepy

Steve Yott



The Week Before Christmas

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



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

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

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

Old missus had promised, if I came through with a gift,
she'd polish my Dule Log [if you get my drift].

When out on the street there arose such a clatter,
I got off the old lady to see what was the matter.

Out to the garage I ran as fast as I could,
pushed on the opener and tripped over a hood.

The sparks from the Dule lights on my evergreen trees
made my driveway look like Prince William Sound after the
Exxon Valdez.

When what to wondering eyes should appear,
but the old Group 44 semi with eight tiny engineers,

With a nasty old driver so crabby and rude,
I knew in a heartbeat, it must be St. Luke.

More rapid than Woods Brothers, his pit crew they came,
and he screamed, and he cursed, and he swore at them by name;

Now Stalker! Now Guzzler! Now Elwood and Spuds!
On Screamer! On Silo! On Gizmo and Suds!

To the end of the driveway, inside the stall,
now grind away, file away, cut away all!"

As the Castrol that spews when your tach gets too high,
as you try to keep up with some Corvette guy,

So into my garage his wrenchmen they flew,
with their chests full of tools and St. Lucas, too.

And then in a twinkling I heard from my bench,
the twisting and ratcheting of each tiny wrench.

As I drew in my head and was turning around,
into my garage St. Lucas came with a bound.

He was covered in grime from his cap to his shoes,
and his clothes were all coated with grease and with ooze.

A bundle of parts he had flung on his back,
and he looked like a peddler just opening his sack.

His eyes were so beady! His forehead so wrinkled!
His cheeks were so sallow, His nose like a pickle!

His thin little lips were drawn up like a bow,
and the stubble on his chin was as gray as could go.

The butt of a Camel hung loose from his lip
and a pint of Jack Daniels extended from the pocket on his hip

He had a blank stare and his teeth were all yellow,
and he shook as he wheezed, like a bowl full of jello.

He was skinny and gaunt, a right scary old elf,
and I shuddered when I saw him in spite of myself.

A twitch of his eye and a twist of his head,
soon gave me to know I had something to dread.

He spoke not a word but went straight to his work
and crimped all the connections and then turned with a jerk.

And sticking his finger inside of his nose,
he flicked off a booger, and out the door he goes.

He jumped into his truck, to his crew
gave the finger,
and away they all flew not wanting to
linger.

But I heard him exclaim as he rode
out of sight,
"Torque those lug nuts dipstick, because
this is no rumor,

If you forget to tighten them,
You'll wind up with a Boomer!"





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



Dear Sir Bentley,

Once again I find myself in need of your sage advice. With the holiday gift-giving season once again upon us, I am in a quandary as to what to give my beloved wife of more than four decades. The old standbys, jewelry, perfume, mink coats, etc seem so pedestrian. What do you suggest that will make this Xmas "special?"

JB - Crystal Lake

My Dear Spuds,

As it so happens, I have just finished reading a most excellent tome that I heartily recommend, which I'm certain your lovely bride will enjoy. It's entitled **Fifty Shades of Primer** and is the newest in a series written by X. Laycock. The book is about a young Triumph enthusiast who chances to meet a mysterious body man, who introduces the protagonist to the seductive world of full, frame-off sports car restorations. The hero soon learns how to use ropes and cables to remove the body from the frame, how to bump and grind body panels, how to separate ball joints, and how to insert a clutch alignment tool into a pilot bushing. All of these experiences cascade the neophyte to the sordid world of S & M [sanding and masking]. Soon, the hero finds himself ensnared in a late TR6 restoration in which he has to

fabricate a set of massive bumper overriders while covered in assembly lube; all this while the diff [or as you Yanks refer to it – the rear end] is subjected to repeated insertion of thrust washers.

Certainly, this book is for mature audiences, but any adventurous adult will find it engrossing. Who knows, perhaps this volume will inspire your bride to spend more time in the garage "assisting" you in your many ongoing Triumph repair projects -wink wink nudge nudge.

BH

Dear Sir Bentley,

My Husband Jeff spends a lot time in the winter working in the garage on his TR6. We don't have a heater out there, and I worry that he might catch a chill. What do you suggest to keep him warm and snug while he attends to his car?

KR - Rockford



My Dear Karen,

I have only recently come across a brilliant product that should be most appropriate for your husband. The Stalker is a set of insulated coveralls that are cleverly camouflaged so that in the event that any Indiana I-Zoom law enforcement personnel should attempt to sneak up on him and attempt an

arrest, the coverall will render him virtually invisible. They carry a twenty year guarantee that will also be quite useful, since that's about when the statute of limitations for destroying public property will expire.

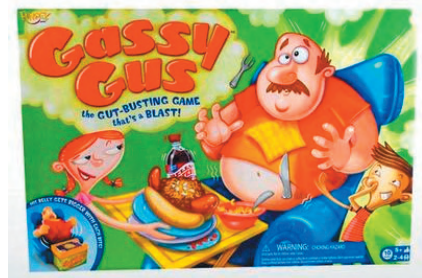
BH

Dear Sir Bentley,

My husband Tim and I often travel long distances [or at least it seems like long distances] in our Triumph to attend car shows. Do you have any suggestions for a way to help us pass the time on these lengthy road trips?

SM –

Chesterton



My Dear Sheila,

As luck would have it, I have only recently come across a sure-fire way to help pass not only the time, but also gas on those interminable Triumph road trips. "Gassy Gus" is great fun and will provide you with hours of "on the road" entertainment. It is available on Amazon for only \$34.99 plus shipping. You and Gizmo use food cards to force each other to pump Gassy Gus' head up and down and inflate his belly until he finally breaks wind. It's quite clever and reminds one of chess in many respects, but it has the added benefit of flatulence. Enjoy!!

Happy Holidays

BH



BIG BASH 2013

WHAT: The Annual ISOA Party & Awards Night

WHERE: Moretti's Ristorante & Pizzeria
1175 West Lake Street Bartlett, IL 60103
(630) 837-4992

WHEN: Saturday, January 26th, 2013
(6-7PM) Hors D'oeuvres with Cash Bar



Dinner at 7PM -Main course:including:

- Family style replenishable buffet with salad, potato, vegetable, rolls, dessert, coffee or tea.
- Chicken Limone
- Roast Sirloin of Beef
- Parmesan Crusted Salmon

Special after dinner entertainment by

The Spinal Tappets

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

The cost for the Bash is only \$35.00 per person. You may also pay your 2013 dues with the same check. [EG - two dinners @\$35.00, plus next year's dues @\$35.00 = \$105.00. Make checks out to ISOA.] Complete and detach the form below and bring to the Dec. or Jan. meeting or mail to:

KIM JENSEN, 903 LILAC LANE, JOLIET, IL 60435



Name _____

Name _____



Great Lakes TRIals

Preliminary Itinerary

Thursday
Registration
Welcome Party

Friday
Membership Meeting
Road Rally & British Pub Lunch
Dinner Tour
Evening Shenanigans

Saturday
Car Show in Empire
Afternoon on your own to explore

- Lighthouse & Winery Tour
- Quiet Towns for shopping
- Driving the fabulous Back Roads
- Sleeping Bear Dunes National Park
- Pierce Stacking Drive
- Dance Clubs
- Many Trails and Beaches

 Evening Awards Banquet

Sunday
Breakfast & Farewells
Start Planning for the 2014 Trials in Hawaii



Where: The Leelanau Peninsula Michigan
 Who: The Great Lakes Triumph Roadsters
 Mike & Tom Anderson, Event Chairmen
 Contact: info@trialslakes.com
 (507) 265-4100

Host Hotel: Holiday Inn West Day
 495 East Front Street
 Traverse City, MI 49786
 (500) 888-8020



6-PACK TRIALS September 19-22, 2013

TRIUMPH REGISTER OF AMERICA

TBL



TRIUMPHS
— BETWEEN —
THE LAKES
NATIONAL MEET

NATIONAL NEWS ISSUE #120

VTR National

San Francisco Bay Area

TRIUMPH EST 2013



Six Pack TRIals 2013
 Sept. 19-22
 Traverse City, MI
 Hosted by ISOA members
 Mark and Terri Anderson

TRA Convention
 June 12-15, 2013
 Kenlake Resort and Lodge,
 Aurora, Kentucky
 Hosted by ISOA members
 Jeff and Libby Slaton

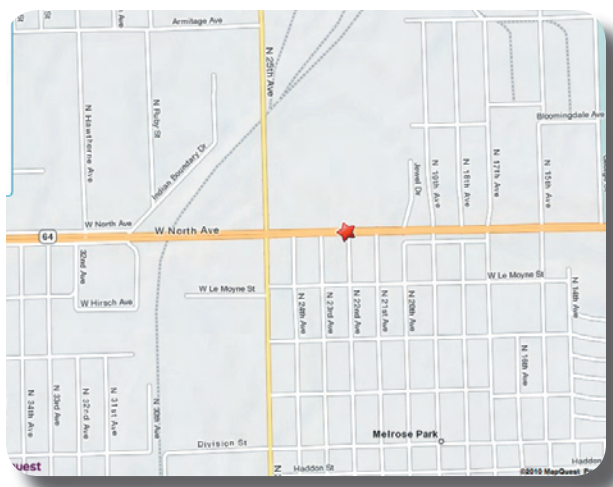
VTR Convention
 Oct. 2-6, 2013
 San Rafael, CA
 Hosted by
 Triumph Travelers
 Sports Car Club



North American Go-Kart Challenge III

Melrose Park Indoor Go Kart Grand Prix
 2225 West North Ave., Melrose Park, IL
 4:00 PM, Sunday, Dec. 2nd.

Join your ISOA brethren in a fun-filled, action packed three race prelude to the December meeting at the Kart track just a few block from Mack's Golden Pheasant. Ambulances will be standing by..





Dear Editor,
Perhaps you can provide me some help. I recall that ISOA was involved in raising awareness and money for PTSD, and I

believe that I am myself a victim of a similar affliction. I have been in treatment for my condition, but it seems the media is relentless in their attempts to sully my reputation. How can I go about getting them to call off the dogs and allow me to return to my previous lifestyle? I just want to continue to serve the good people of my district as I have been doing for the last several years without all of the negative publicity.

J J, Jr.
whereabouts unknown.



Dear Congressman Jackson,

It actually appears to us that the fourth estate has actually been relatively gentle with you so far. Little has been mentioned about the 5K consultation fee you pay your wife each month or your unique "Rolex Fund" that suggests more than a hint of impropriety. If anything, the media has given you a pass to date, not to mention your constituents. Since you have discontinued treatment for your disorder and left the custody of the Mayo Clinic, your actions would imply that you have reached a point of wellness to the extent that perhaps you might be well advised to make a public statement about not only your mental health, but also the state of affairs [double entente intended] with your campaign finances and the actual work you do on behalf of the electorate.

Ed

PS - It's nice to see that Democrats haven't let the Republicans hog all the headlines for dim-witted behavior.

Dear Editor,

It seems that I'll soon have some time on my hands now that I have decided to take an early retirement from my job with the CIA. I have always fancied myself dashing about in a proper jaunty, British sportscar, and my wife has always been particularly fond of Triumphs. What advice can you provide me with in order to fulfill my dream of spending my golden years just "living the dream" in a spiffy TR with my lovely bride by my side?
DP - DC



Dear
General Petraeus,

With all due respect, it seems that it may take a bit more than cruising around in a Triumph to rekindle the "spark" that you seem to think a Triumph will provide. You might be better served by chatting up the usual suspects, including Wilbur Mills, Wayne Hays, Gary Hart, Bob Packwood, Anthony Wiener, Bill Clinton, Gary Condit, Jack Ryan, Mark Foley, David Vitter, Eliot Spitzer, Mark Sanford, John Ensign, and Newt Gingrich, to name but a few philanderers whose escapades came to light in recent years. You could also follow the precedent set by the Congressman from Chicago who claims that his bipolar disorder is to blame for his peccadilloes. Our personal favorite is Speaker Gingrich's explanation that his intense patriotism drove him to infidelity. Whatever lie you choose to tell your wife and to the American people, rest assured that before the ink is dry on this issue of ISOA birdcage liner, some other horny politician who thinks he can sweat the sheets with his bimbo of the month will be exposed and push you and your tawdry behavior beneath the fold.

Ed

PS - Happy Holidays



2012 ISOA BOARD OF DIRECTORS

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

*past president

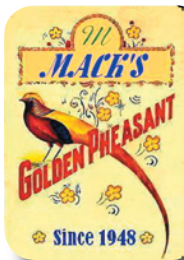


NOVEMBER 2011 MEETING

NOTES

BY ISOASECRETARY

PETER "MAESTRO" CONOVER



VERY SPECIAL
A November meeting of the ISOA was called to order by President Roman Hrynewycz at 7:00pm. The usual

agenda for our meetings was expedited to allow enough time to spend with our two honored members.

We had one guest in attendance, Paul Barthel, who has a TR-3. Mention was made of the regalia items offered as usual by Bill Jensen, and Terry Underhill asked that anyone interested in taking an organizational role in our annual Big Bash, to attend a casual meeting that she and Mike Blonder will be hosting at their home.

In the recent past events portion of the meeting, Roman spoke on the annual Fall Colour tour, again splendidly hosted by Kim and Judy Casper. In spite of relatively dreary weather, it was once again an enjoyable weekend for all who attended. Various members gave their takes on Rusty Galore's somewhat ill-fated weekend at the Chump Car Challenge at Road America in which she was hit by a stray BMW on the first lap. After a digression to a body shop in Sheboygan, enough rudimentary repairs were made trackside to allow the car to race again until the throttle cable broke late in the day. Having repaired that, the car then ran throughout

the second day of racing. Bob Streepy began his oral report on the VTR Galveston by succinctly quoting fellow attendee Jay Holekamp, "It was good." Not surprisingly, Bob subsequently proceeded to elaborate on the events of the annual TR Convention, noting the mostly positive aspects of the event.

As per our by-laws, the November meeting is when nominations for our next years Board are taken. 11 members were offered up by their fellow ISOAers, and appear elsewhere in this issue. [Ed Note: See page 11] The election will be held, as per usual, during the December meeting.

Jack Billimack went through a diminishing list of events upcoming through the end of the year and touched upon a few that are to occur in early 2013.

In what was to be a smooth segue to the special portion of our meeting, Mike Blonder nominated Billy Pyle for this month's Peter M. Roberts award for many noteworthy occasions of help and support over many years. Pat Morgan gave one specific example by also nominating Billy for his offer to drive her to Bloomington to assist in the sale of Tom's car. Not to let this adulation go to his head, Sheri Pyle then proceeded to nominate Billy for this month's Boomer award for mis-measuring the wheel width of their '49 Triumph while preparing to trailer it to their new home in Tennessee. Not surprisingly, Billy won both awards, and Sheri collected a free drink voucher for her successful nomination.

Before moving onto the highlight of the evening, Kim

Casper announced that he had a Spitfire tonneau cover in "slightly used" condition available, and Jim Chodak won this month's raffle drawing.

Sheri and Billy Pyle have been an integral part of ISOA for well over 2 decades, serving at various times on the Board and as BCU representatives. They will soon be moving to Tennessee and the Club took the remainder of the



meeting to visit with them before their departure. Jack Billimack began the proceedings by presenting Sheri and Billy with some ISOA memorabilia with special significance. Then, a few of the many stories involving Sheri and Billy from over the years were brought up by various club members – most of these were alluded to by just a few phrases, at which point Sheri was able to humorously elaborate upon them. Lastly, Joe Pawlak presented them with an oversize "greeting card" containing some photographs taken at various times during their time with our club, as well as individual messages from many of the members present. They will be missed.

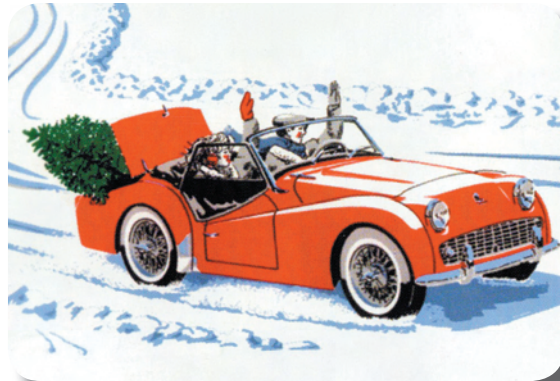
The meeting was adjourned at around 9:00.



Classified Ads: The Illinois Sports Owners Association newsletter will accept classified advertisements from members who wish to buy or sell Triumph cars, parts or miscellaneous related material. We will run ads, at no charge, for club members for ninety days. We also accept ads from non-ISOA private individuals who have cars, parts or related items that we deem of possible interest to our membership on a case-by-case basis. We do NOT accept advertising from commercial enterprises – even if those businesses are owned or operated by club members. If a Triumph related business hosts an event which we feel might be of interest to our membership, we will inform our readership of this occurrence, but this newsletter, its editors, and the board of directors do not endorse, recommend, or otherwise support, implicitly or explicitly, any commercial entity doing business in the Triumph-related domain. All ad copy is taken from sellers. Snic Braaapp does not inspect any cars as a prerequisite for inclusion here and does not assume any responsibility as to the accuracy of any ad text. As with any purchase, Caveat Emptor. To place an add, please e-mail Bob Streepy at: trstreep@sbcglobal.net or call 630/372-7565. The editor reserves the right to adjust the length of an ad to accommodate the space available.

•For Sale: 2 1147 cc Triumph Herald engines. Jack Billimack 815/341-2810 jbillimack@comcast.net [10/12]

•For Sale: Triumph Spitfire 1974 model with 45,429 miles. - 1969 TR6 Triumphl with 69,954. For information concerning the cars, please contact: Paul Purskey - 309-342-4902. [Not an ISOA member 11/12]



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

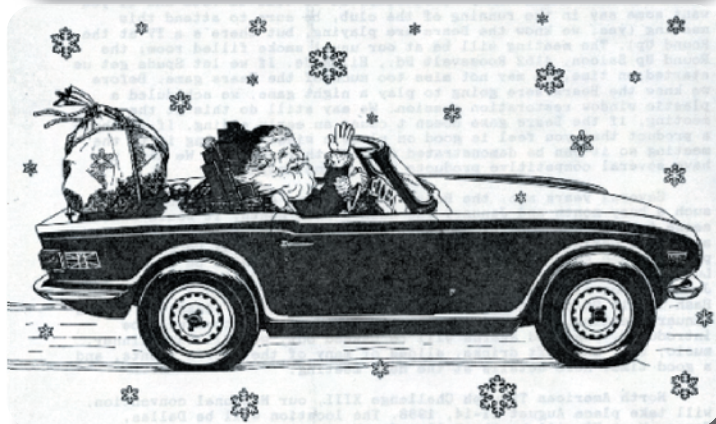
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|----------------------|------------------------|
| Rich Miczek 12/02 | Rosanne Felix 12/15 |
| Kathy Smith 12/03 | Jerry Kasper 12/17 |
| Murray Bruskin 12/05 | Mark Hattenhauer 12/18 |
| Roy Congrove 12/07 | Peter Lee 12/19 |
| Bill Voller 12/10 | Mike Johnson 12/20 |
| Brent Groza 12/11 | Peter Schoppelry 12/20 |
| Joe Byers 12/13 | Ed Mitchell 12/21 |
| Rick Miller 12/14 | Trish Konopka 12/27 |
| Bob Crowley 12/14 | Pat Morse 12/27 |
| Paul Barthel 12/14 | |

New Digs - Bill & Sheri Pyle

4160 Henry Midway Rd, Henry TN 38231
Same cell phone numbers
Sheri - 630-200-8425
Bill - 630-846-4806.

New ISOA Members
188 ISOA Memberships - 255 ISOA Members

Paul Barthel
 1371 Perry St., Des Plaines, IL 60016-4304
 H: 847 827-0472
 EMail: paulmbarthel@gmail.com
 61 TR3A



Snic Preview

Coming in your January newsletter available at sleazier newsstands everywhere

•North American Go Kart Challenge III

Lots More Stuff



Season's Greetings



ISOA ON THE WORLD WIDE WEB

You can always get the latest news directly from the ISOA web site: <http://www.snic-braaapp.org>

To subscribe to the ISOA electronic mailing list email thebujas@comcast.net

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

[ONLINE ROSTER ACCESS INFO](#)

Snic

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

Braaapp

THE REAR VIEW MIRROR

DECEMBER 2012



HAPPY HOLIDAYS FROM THE STAFF AND MANAGEMENT OF SNIC BRAAAPP