



# Snic Braaapp

FEBRUARY 2013

Vol. III Issue No. 488

NEWSLETTER OF THE

ILLINOIS SPORTS OWNERS ASSOCIATION  
DEDICATED TO THE ENJOYMENT AND PRESERVATION OF  
TRIUMPH SPORTSCARS

CHICAGOLAND'S OLDEST AND MOST ACTIVE TRIUMPH ENTHUSIASTS  
CLUB - NOW IN OUR FORTY-SIXTH YEAR -

## OUTER DRIVE HERO'S RALLY

TEXT BY JACK BILLIMACK AS TOLD TO BOB STREEPY - GRAPHICS BY THE AUTHOR AND PETER CONOVER



THE 58TH ANNUAL "HAPPY HEROS HOLIDAY HANG-over Hassle" Rally took place on New Year's Day, and was clearly the very best rally of the year so far! Some 17 cars convened at the Northerly Island Field House, which formerly served as the terminal of the late and lamented Meigs Field. Cars began filtering in shortly before noon, and at 11:55, the rally organizers honked their horns to signal a short driver's meeting. At exactly 12 o'clock, the event planners distributed the questions and the answer sheets, and the rallyers were on their own for the next three hours. Their objective was to answer as many of the 80 questions as possible, or possibly to simply have a good time and, after failing to find any of the sites, retreat to the bar early and watch some football.

Among this year's participants were three carloads of Coventry Irregulars; Peter Conover and wife Chris-

tie, Kim and Judy Casper, and Jack and Barb Billimack accompanied by Mark Hattenhauerr and his brother Bob. The theme of the rally this year was, "The City of Big Readers," a name likely stolen from some library. All the questions pertained to authors, stories, poems, or other literary themed ephemera related to the city of Chicago. While it was not required that anyone actually have read or heard of any these things, a marginal ability to, in fact, read turned out quite helpful. Typical questions for the rally were: "Just west of the house at 545 W. 63rd St. is a mural. What are the people riding the train all reading?" In addition to answering the questions correctly, there were bonus points awarded for having specific items in the car prior to departure-i.e. a properly folded map, an improperly folded map, a library card, a book, Girl Scout cookies [which they were selling], an ereader, plus a few other items.

*continued on page 2*



### INSIDE YOUR FEBRUARY SNIC BRAAAPP

- Scooter's "Out of Body" Experience
- Painless' Inaugural Address
- Advice to the Shopworn
- Flash Braaapp 1988

*Lots More Stuff*



As it turned out each of the ISOA cars chose a different region and adhered to a slightly different philosophy. Kim and Judy stuck to the North Side, Peter and Christie focused on the south side, Jack and his group tended to stay in the loop and the near North and South side areas. Kim and Judy approached this with the idea that they would visit the places they wanted to see. If there happened to be any rally questions in the area, so much the better. Peter and Christie tended to be a tad more focused and even employed modern technology [i.e. smart phones etc.] to answer some of the answers, while Jack and his group tended to wander around somewhat aimlessly.

The rally ended at 3 PM at which time the participants turned in their answer sheets. Anyone who turned in his answer sheet later was penalized. The endpoint was Timo-

thy O'Tool's located in the lower level of 622 N. Fairbanks where a room was reserved and discounted parking in the garage was available. The participants turned in their score sheets upon entering the saloon and relaxed over a drink and lunch while the organizers scored the answer sheets.

After the results were announced, it turned out that among the ISOAers, Peter and Christie finished first but not so high overall that they'd have to organize next year's rally. The Billimack/Hattenhauer contingent came in second, slightly below average overall, while Kim and Judy managed to take a third among Coventry Irregulars but not last overall among all of the participants which calls for some very humiliating commentary by the organizers.

There was unanimous agreement among

club members that the event was well-planned and provided all the participants with a very enjoyable few hours to explore sites in and around Chicago that one might not ordinarily encounter. The added benefit of doing this on New Year's Day is that the traffic, which can normally make driving in the big city somewhat vexing, was minimal. All in all, the weather cooperated, the questions were challenging but still fun, and the event provided the participants with a very enjoyable afternoon - a great way to start off the new year.

*Spuds*



**2013 ISOA  
BOARD OF DIRECTORS**

President Mark Hattenhauer  
847/397-3551  
boiler1975@juno.com

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

Treasurer/ Kim Jensen  
Regalia 815/729-9731  
KimandBill76@sbcglobal.net

Secretary Roman Hrynewycz\*  
708/456-4327  
rah\_63@comcast.net

Newsletter Bob Streepy\*  
Editor 630/372-7565  
trstreep@sbcglobal.net

Events Jack Billimack\*  
815/459-4721  
jbillimack@comcast.net

Membership/ Tim Buja\*  
Webmaster 815/332-3119  
thebujas@comcast.net

Motorsports/ Irv Korey\*  
Curmudgeon 847/831-2809  
emanteno@comcast.net

Tech. Joe Pawlak\*  
Coordinator 847/683-4184  
stagfire6573@foxvalley.net

Sgt. at Peter Conover  
Arms 708/383-9160  
peter.conover@comcast.net

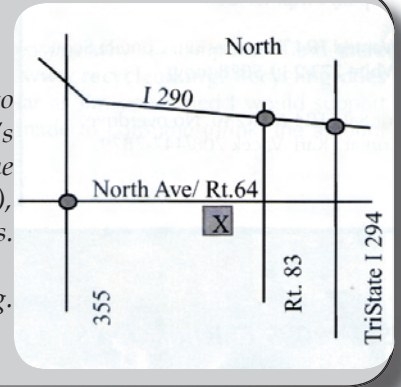
BCU Mike Blonder\*  
Reps Terri Underhill



## ILLINOIS SPORTS OWNERS ASSOCIATION

The ILLINOIS SPORTS OWNERS ASSOCIATION is an owners and enthusiasts club dedicated to the enjoyment and preservation of TRIUMPH cars. Monthly meetings are held at Mack's Golden Pheasant on North Ave and Rt. 83 in Elmhurst (X marks the spot on the map), on the first Sunday of every month (unless otherwise announced). Meeting time is 7:00 PM (roughly), but come early, have a beer, and share some TRIUMPH BS with your fellow enthusiasts.

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



## ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
Feb.	10th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] <i>Not the first Sunday</i>
	16th	Sat.	8:00 AM	Trans Dissassembly & Diagnosis Clinic - Yott's, 412 Carla Ct., Silver lake, WI
	24th	Sun.	8:00 AM	17th Annual All British Swap Meet & Auto Jumble - Dupage Cty. Fairgrounds
Mar.	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	9th	Sat.	8:00 AM	Trans Assembly Clinic - Yott's, 412 Carla Ct., Silver lake, WI
	23rd	Sat.	8:00 AM	Carb Clinic - Jensen's, 903 Lilac LN., Joliet
Apr.	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	13th	Sat.		Chili & More - Morgan's, 4N154 Thornapple Ln., St Chas.
	20-21	Sat.-Sun.		Chump Races at Road America
	23rd	Sat.	8:00 AM	Distributor Clinic
	31st	Wed.	3:00 AM	House on the Rock Tour XXXVII
May	4th	Sat.	8:00 AM	Tune Up Clinic 5th
	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	10-11	Fri.-Sat.		Celebration of Automobiles - Indianapolis Motor Speedway
	TBA			Spring Tour
June	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	12-15	Tu-Fri		TRA Convention Kenlake Resort & Lodge, - Auroara, KY
July	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	21st	Sun.	TBA	Ravinia Outing

**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)  
SNIC BRAAAPP is published by: VIDataPrint LLC - 847/683-9683  
Contributors: Jack Billimack, Peter Conover, and Mark Hattenhauer



A Little BS from BS  
News and Views From  
The Busted Knuckle Garage



By Snic Braaapp Editor Bob Streepp

**I**MAGINE MY UTTER SHOCK WHEN I received the following e-mail [grammatical faux pas included] from none other than myself stating:

Hi,  
*I am sorry for reaching you rather too late due to our trip was UN-announced.i took a short vacation and visited Indian Mumbai everything was going on fine until last night when i was mugged by some unknown gunmen. All cash and credit cards was taken from me including some valuables, thank God they didn't hurt anyone or take my passports. Right now am in a financial mess due to unsettled bills owed at the hotel .I have reported to the local authorities and have also contacted the consulate but was told to hang on for couple of days before this mess can be straightened out and the worst of it all is my return flight leaves in few hours, At this time i really need your attention to resolve this mess and all i need is some loan to sort things out.I promise to ref refund you every dime owed as soon as i get home. Please write back so i can let you know how to get some money to me..*  
Regard  
ROBERT

Anyone even vaguely familiar with your humble and obedient scribe is keenly aware of my abject reluctance to travel east of Rte 53, South of I-80, west of Hwy 39, or North of WI Hwy 50. The fact that Mumbai is somewhat beyond these parameters should have hinted to the reader the somewhat suspicious origin of this e-mail. Nevertheless,

I felt that it would only be civil to notify anyone in my contact list or on the ISOA forum that the e-mail was a fraud perpetrated by some unscrupulous spammers foolish enough to assume any of my friends would pay a ransom to extricate me from such a dilemma.

After the contacting everyone in my cyber address book stating the obvious, one or two of the recipients had their correspondence "bounce," including my good friend and erstwhile mechanic, Vinny "the Ratchet." Since I had already intended to be in the general vicinity of his shop, I decided to drop by and notify him in person that I had not been mugged by Mumbai Gunmen (which, by the way, as Pat Morris wryly observed, would be a great name for a rock band).

I often try to schedule a visit to Vinny's shop around the third week of December because it provides a welcome relief from holiday overload. Anyone expecting festive Yuletide decorations or Christmas carols, let alone a modicum of holiday cheer would be sorely disappointed in Vinny's shop. He is a veritable, card-carrying curmudgeon and makes the Grinch seem like Mother Theresa. As I entered the shop, Vinny's greeting consisted of "Gimme the 9/16 deep!" I obliged Vinny, who was burrowed in the engine bay of a late 90's Grand Marquis sedan. "When did you get back from wherever the hell that spam said you was?" he chortled? "I stopped by," I said, "to let you know that I was all right and that my e-mail was hacked and that you can disregard the solicitation of funds."

"Dat's good," he growled, 'cause onnacouna I wouldn'ta sent no dough nohow." His reply was not surprising, since Vinny's concept of Christian charity is limited to an annual copper coin in the Salvation Army kettle or a quarter left on the

bar for his habitually overworked server.

Just then the door burst open, and the owner of the aforementioned Mercury entered. "Fer Crissakes, ain't you done with that linkage yet?" demanded a rather generously proportioned gentleman whose social graces appeared to be even more nonexistent than Vinny's. "Git your ass in gear!" demanded the camo-clad owner, whose name I soon discovered, was "Buddy," a somewhat ironic nome de plume if ever there was one. "I need to get this thing on the road pronto," he said.

"What's your hurry?" I queried, and I could see Vinny becoming uneasy. "Now you done it," said Vinny rolling is eyes as Buddy inhaled deeply in preparation for a diatribe the likes of which I was somewhat unprepared for.

"If it's any o' yer damn business," he said, "I'm movin' to Idaho. I'm gonna live in a da Citadel\*, along wit udder real patriots so when da black helicopters show up and try to take my Bibles, my guns, and my money to re-distribute it to all of "them people, we'll show 'em what's what!"

I glanced at Vinny, who simply continued wrenching. "Do you honestly think that there will be an attempt on the part of the government to confiscate your holy book and weapons?" I asked.

"Hell yes!" he sputtered, becoming more agitated as he spoke. "That damn Kenyan socialist was just biding his time for a second term so he could start an all-out assault on the Bill of Rights. I ain't waitin' aroud, so I'm movin' to where I'll be able to defend my self from a gum'int takeover.

Buddy then proceeded to launch into a rather disjointed diatribe in which he expounded on Acorn, Benghaze, Solyndra, Tony

*Continued on following page*



MARK ON THE MARQUE  
*(this is only going to hurt a little)*



BY ISOA PRESIDENT  
MARK "PAINLESS" HATTENHAUER

TOP TEN REASONS WHY I'M  
YOUR NEW ISOA PRESIDENT

- 10) The salary and benefits of the position are completely tax free.
- 9) Respect, the Board said I was the Rodney Dangerfield of ISOA...I would gain respect as president...why are they still laughing?
- 8) ISOA has no standards whatsoever!

- 7) Unanimous, the Board said it was unanimous, there is no recount protocol.
- 6) Misguided in a word.
- 5) Poor judgment by the Board.
- 4) Hattenhauer you can keep saying no, no one is listening.
- 3) ADHD and OCD, I have the perfect skill set for the position.
- 2) No one wanted the position.
- 1) The Doctor is in!

WELL THE VOTE IS IN AND ISOA has a new board, pretty much the same as the old board except...there's a new sheriff in town! No, not like Gunsmoke, more like Andy of Mayberry and Barney Fife. To quote Barney "We've got to nip this in the bud. Nip it!" It's too late for that, let's roll in the New Year.

2013(MMXII) is a common year (or is it?) It is the 2013th year in the Common Era(CE) and Anno Domini (AD). This is the 13th year of the 3rd millennium and the 21st century. Good to know! I'm the Joe Friday of ISOA, "Just the facts maam.". I'm quite sure lucky number 13 means a good year for all of ISOA.

In China, 2013 is The Year of the Snake. In that case shouldn't Dave Shedor be the ISOA club president? I'm not saying, I'm just asking. In Chinese Astrology's five elements (metal, water, wood, fire and earth) theory are used to explain people's fortune in 2013 and foresee what will happen their lives. In the world of Triumph ownership, those elements could be rusting metal, leaking coolant, leaking oil, smoking wires, and earth. Yes earth, as in why on earth do we love these cars? Good Luck with that in 2013!



*Continued from preceding page*  
Rezko, Sandra Fluke, and several other Fox News talking points before getting into something about repealing the Magna Charta.

Just about then I heard the faint bleat of what sounded like a car horn, only weaker. I glanced out the window and saw a clapped out VW Bug with a "Save the Whales" bumper sticker. From behind the wheel emerged a little old lady resembling Cliff Claven's mother. As she exited the aged Beetle, I saw that she was sporting black canvas Keds and clutched a large tie-dyed burlap bag with copies of ACLU Quarterly and Cat Fancy sticking out.

"Delbert!!" she squeaked, "Let's go! I don't want to be late for the late for the "Disarm the Toy Industry" march. Tell your little friends that you'll see them later."

"Geez Ma," moaned Buddy. "Gimme a minute. My car ain't done." At about that time Vinny emerged from the engine bay and said, "The Merc'll be ready to go tomorrow. Have yer Ma drop you off aroun' 9:00, an' tell her to make the check out to cash." Buddy proceeded to complain that the charges were exorbitant and accused Vinny of marking up the parts [which he did], but after grumbling and mumbling, he turned the invoice over to the lady in the VW and squeezed himself into the passenger seat.

After he departed, I was just about to do the same, but before I left, I asked Vinny which of the two spectrums on current affairs just evidenced he actually shared.

"Streep," he said, "I learned a long time ago not to mix business and opinions. Right now, the economy is bad enough, and it don't pay to have views

on politics. As long as his Ma's check clears, Buddy is welcome to spout off all he wants when he's in here. Whether I agree with him or not, don't make no never minds. I put up with his mother's wacky views too fer the same reason."

I've known Vinny for more than 30 years. I respect his ability to wield a wrench, and we have a somewhat grudging friendship based on an interest in old cars, but we don't talk politics and probably never will. The basis of our relationship supersedes affairs of state, and I hope it stays ever thus, since I suspect our views might be somewhat divergent.

*Suds.*

\*[http://www.huffingtonpost.com/2013/01/14/citadel-community-idaho\\_n\\_2473303.html?utm\\_hp\\_ref=business&ir=Business](http://www.huffingtonpost.com/2013/01/14/citadel-community-idaho_n_2473303.html?utm_hp_ref=business&ir=Business)



## SCOOTER'S "OUT OF BODY" EXPERIENCE

TEXT BY MIKE JOHNSON  
GRAPHICS BY JON SNYDER

**M**IKE JOHNSON ASKED THE ISOA membership for some physical help Saturday, December 15th, to lift his TR3 body off the frame. The outpouring of offers of assistance was overwhelming. About a dozen of the ISOA regulars, both old hands with experience and those that were there to learn, showed up at his place starting at 8:30.

Only one Boomer-worthy action was recorded, when it was discovered that Mike had failed to remove one of the bolts holding the frame and body together. Dispatching the offender started out with much advice, followed by application of Al Christopher's sheet metal shear and saws-all. Dennis Delap was ready to saw the bolt through when the guys on the passenger side of the car physically ripped the sheet metal off the bolt. When all else fails, reach for the bigger hammer!

After lifting and hauling, the body was moved to the vacant bay of Mike's garage. Serious effort was made by the volunteers to eat 24 Deerfield Bakery donuts and drink about two boxes of Starbucks finest and hottest. By 10:30 all the consumables were reduced to leftovers, and people began drifting out through the rain to their cars. Mike's wife, Jenelle, has yet to make an audible comment to the loss of an indoor parking space for the winter.





**Chicago's 17<sup>th</sup> Annual All British Car**

**Swap Meet and Autojumble**

Chicago and MG Club

sponsored by the Chicagoland MG Club

**Sunday, February 24, 2013 8:00am - 3:00pm**  
 at the DuPage County Fairgrounds Wheaton IL.  
 (1/2 mile north of IL Rt 38 on County Farm Rd at Manchester Rd)

General Admission: \$5.00 Free Parking Vendor Setup starts at 6 a.m.

<http://www.britishcarswap.info/>



*Vintage and Classic Car Show*  
 May 10-11  
 Indianapolis Motor Speedway

TRIUMPH REGISTER OF AMERICA

**TIBL**

**TRIUMPHS BETWEEN THE LAKES**

JUNE 12-15

**Great Lakes TRials**

**Preliminary Itinerary**

**Thursday**  
 Registration  
 Welcome Party

**Friday**  
 Membership Meeting  
 Road Rallye & British Pub Lunch  
 Dinner Tour  
 Dinning Shenanigans

**Saturday**  
 Car Show in Empire  
 Afternoon on your own to explore

- Lighthouse & Winery Tours
- Quaint Towns for Shopping
- Driving the Fabulous Back Roads
- Sleeping Bear Dunes National Park
- Fence Stacking Drive
- Dune Climb
- Many Trails and Beaches

Dinner Awards Banquet

**Sunday**  
 Breakfast & Pancakes  
 Start Planning for the 2014 Trials in Hawaii

Where: The Leelanau Peninsula Michigan  
 Who: The Great Lakes Triumph Roadsters  
 Mark & Terri Anderson - Event Chairmen  
 Email: [tltr@trials.com](mailto:tltr@trials.com)  
 (313) 265-4180

Host Hotel: Holiday Inn West Diney  
 603 East Front Street  
 Traverse City, MI 49686  
 (800) 888-8020

**6-PACK TRials September 19-22, 2013**

**VTR National**  
 San Francisco Bay Area

**TRIUMPHEST 2013**

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

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

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



Friend of ISOA John Macartney posted this article on the Triumph List about the tragic fire that destroyed three beautifully restored Triumph in Texas shortly after this year's VTR convention. More information and the full text of the article is available at:

<http://blog.garagistry.com/2012/11/it-could-never-happen-to-me.html>

<http://blog.garagistry.com/2013/01/it-could-never-happen-to-mepart-3.html>



garage holding their three classic vehicles.

When the fire was out, all that remained were their burnt out shells, twisted piles of steel beyond recognition. The fire also destroyed everything associated to their small collection of Classics, including photos, documents, receipts, trophies

we were met with a wall of flames. The fire had already spread to the attic and was moving from one end of the house to the other. Unfortunately, all I had was a garden hose. It was no competition for the flames."

By the time the 60 firefighters and 18 pieces of equipment extinguished the fire, almost all of the home including the entire garage was a total loss. The fire was hot enough to cause damage to a neighbor's home.

SO, WHAT HAPPENED?



"Apparently a diode in the charger unit failed, causing full household current to flow into the new battery. It quickly overheated causing the battery to erupt into flames," he said.

"The temperature where the Gloria was located was rated at between 1600 and 1800 degrees, hot enough to vaporize every aluminum part of the car. Nothing but steel parts remained, but so badly warped by the heat, they were lost as well."

To make the loss just a little more painful, Duncan's collection of tools and machinery used to maintain or restore his Classics were lost as well.

"At least we're safe and unharmed. The cars can be replaced, we can't be," Duncan observed.

ELECTRICAL FIRE DESTROYS CLASSIC TRIUMPH COLLECTION

NO ONE EVER EXPECTS THINGS TO go wrong, but they do, and at the worst possible time. In this case it was the total loss of classic car collection. An award-winning 1935 Southern Cross "Gloria" (1 of 14 known to exist), a 1971 Triumph Stag, and a Triumph Dolomite.



On Thursday, November 8, 2012, a fire broke out in the home of a suburban Dallas couple, Duncan and Sheila Wood. Thankfully they were able to safely escape the fire unharmed but the fire consumed their entire home and its contents. Unfortunately this included the

and awards. To make matters worse the owners found their personal computer burnt to a crisp, the contents beyond recovery.

The Southern Cross "Gloria" was stored on the lift above the Stag. Not even recognizable as compared to the beautiful bright red award-winning vehicle.

Respecting the physical and emotional disruption following the devastating fire at their home on November 8th, we only recently contacted Duncan and Sheila Wood to see how they were doing. "We're doing fine, thank you." reported Duncan.

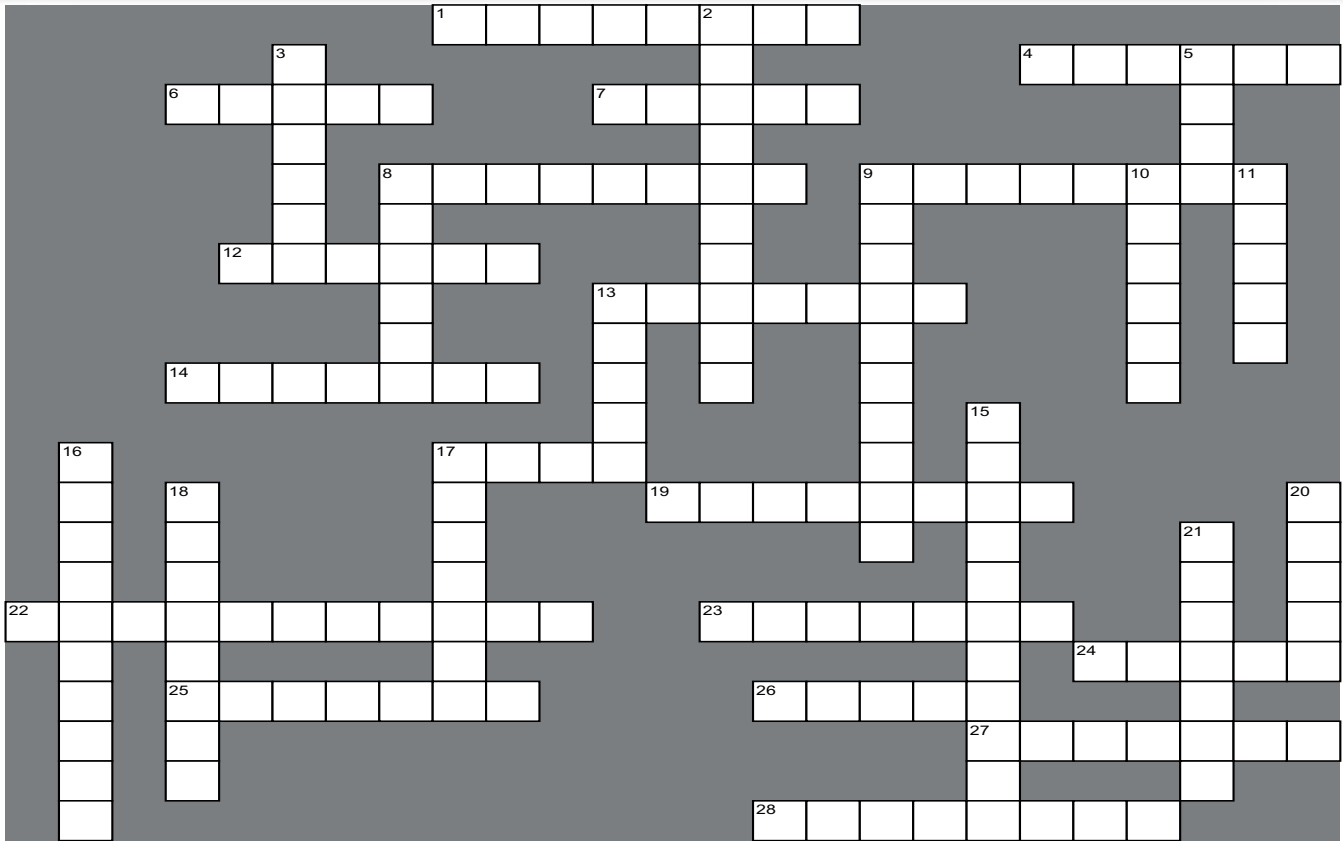
"We had just returned from a Texas competition event where the Gloria scored 398 out of a possible 400 points. I was having battery problems while in Galveston, so when we got back home I installed a new battery and connected it to trickle charger."

"We were watching TV later that evening, when we heard crackling noises coming from the garage. When we opened a door to the garage





*So you think your know your fellow Coventry Irregulars pretty well do you? Put your knowledge to the test by filling in the nicknames of the ISOAers below. The winner will receive a heary handshake at the February meeting. The solution appears on page 14.*



www.CrosswordWeaver.com

**ACROSS**

- 1 Jim Aldridge
- 4 Iars Sullivan
- 6 Doug Larson
- 7 Bob Hansel
- 8 Terry Underhill
- 9 Mark Hattenhauer
- 12 Roman Hrynewycz
- 13 Tom Greever
- 14 Bob Steele
- 17 Mark Fisher
- 19 Dan Swanson
- 22 Kim Jensen [two words]
- 23 mark Moore
- 24 Chris Smit
- 25 Peter Conover
- 26 Jack Billimack
- 27 Tim Buja
- 28 Chuck Montague

**DOWN**

- 2 Bill Jensen [two words]
- 3 John Kolton
- 5 Bob Streepy
- 8 Bill Pyle
- 9 Pat Lobdell [two words]
- 10 Irv Korey
- 11 Dave Shedor
- 13 Tim Mantel
- 15 Joe Pawlak
- 16 Jay Holekamp
- 17 Jeff Rust
- 18 Mike Konopka
- 20 Mike Blonder
- 21 Sheri Pyle [two words]

*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



*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: [trstrep@sbcglobal.net](mailto:trstrep@sbcglobal.net). **Anyone actually attempting to follow his advice does***

**so at his or her own risk. ISOA, its board of directors, SNIC BRAAAPP, accepts no responsibility for the accuracy of his consul.**

Dear Sir Bentley,

I have just recently joined the Chicago Triumph club in hopes of getting some help working on my Triumph. I assumed that these guys would jump at the chance to get involved in an ambitious restoration project, but surprisingly few of them have shown much interest in working on my car, even though I have gone so far as to offer them free coffee for their efforts. Consequently, I fear I am in dire need of some sage advice and the newsletter editor has suggested I contact you, since he is utterly worthless at anything remotely pertaining wrenchmanship.

Some time ago I acquired a "project" Triumph Ten Estate on which a restoration had been started. It appears the previous owner apparently lost interest. When I took possession, the car had no title, interior, engine, or transmission. The body and frame were somewhat "modified" so as to accept a Chrysler Hemi V8 and the steering and suspension also set up for road racing. I have managed to locate a replacement engine, although it may need some attention since I am told it last saw duty powering a scaled down locomotive ride at "Hoot, Toot, & Whistle." I have been able, with the assistance from 20 or so of my friends, to remove the body

from the chassis, only to discover that the frame has significant amounts of oxidation. I should also mention that that the body has also proven to be afflicted by the dreaded tinworm too. Where would you suggest I begin?

PS I am on a tight budget and



don't wish to spend any more money than I absolutely have to on this project. I was thinking in terms of \$500.00 or less.

Scrap Iron

[I gave myself my own ISOA nickname. How do you like it?]

*My Dear Mr. Scrap,*

*You certainly are to be commended for your willingness to take on such a project, but I'm sure the end result will unquestionably justify the outlay of blood and treasure required, although I think your preliminary estimate may be a bit conservative. Do not be dissuaded however as the Triumph Ten market particularly the estate model you have, is extremely robust and shows no signs of slowing down. I am quite pleased to hear that you have chosen to re-install the stock power plant. Properly tuned Tens were extremely potent and when set to factory specs quite likely will far*

*outperform the Hemi anyway.*

*Firstly, I would heartily recommend you purchase my latest book, Super Tuning the Triumph Ten - Naught to Almost Sixty Under a Minute," only \$49.95 plus shipping and handling on Amazon.com or authorized resellers. By following the simple step-by-step instructions, you'll soon have a reliable yet extremely powerful engine. Next I'd recommend the Ratko carbon fibre replacement frame with the high performance coil over struts and four wheel disc brake setup. Then you'll simply need to rebuild the transmission, driveshaft, differential, suspension, steering, and hydraulics before replacing the wiring and doing the body and paint work. You may experience a bit of difficulty locating the correct 125 x 15 bias ply tyres, but they are well worth looking for, especially when mounted on the stock wheels with their sporty Rostyle covers. A quick trip to your local chrominum plating shoppe and you're practically done. Lastly, I strongly recommend trying to locate an NOS velour interior kit to complete the look.*

*Granted you may spend a few quid north of your projected budget, but when taking on a task such as this, money should be no object. Good luck [and don't forget to buy my book!]*

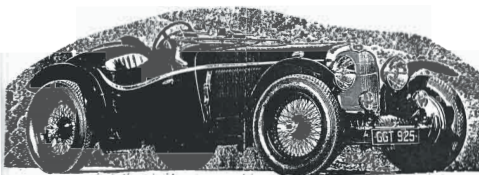
*Happy motoring  
BH*

**Return with us now to those thrilling days of yesterday as once again we traverse the wormhole time. Set your transponders to the that wild and wacky year 1988 when Jake and Elwood Manteno held sway at Snic Braaapp Towers. Be sure to line your time travel helmet with copious amounts of polyunsaturated luncheon meats as we head back a quarter century to February, 1988.**

**Snic Braaapp**<sup>®</sup>  
**ILLINOIS SPORTS OWNERS ASSOCIATION**  
ALL THE NEWS THAT'S FIT TO PRINT...AND QUITE A BIT THAT ISN'T.

VOLUME      PAGE      TRIESTE

Feb 88



**A** 1988 TIME TRAVELLER OPENING HIS 8-page February SNIC BRAAAPP special "Winter Doldrums Issue" would have seen a graphic in glorious black and white of the famous 1934 Triumph Dolomite race car designed by Donald Healey on the cover. Inside was a calendar of upcoming events including: the Lizzie Borden hatchet fight night, the international internal engine parts throw, and a reminder to drive the Dan Ryan before the excrement hints the fan. Of special note was a trip to Twin lakes, WI, "to watch the U.S. Navy Underwater Recovery Squad as they try to salvage Bob Kamholtz's beat up (choose one) Monte Carlo, TR3, TR6, from a watery grave, the result of Bob insisting on ice racing even though a winter thaw resulted in insufficient ice.

Finally, to wrap up this exciting, incomparable, month, we will journey to Des Plaines for the C.B./D.M Talkathon. Proceeds of this event will benefit the Constipated Brain/Diarrhea Mouth Foundation. Do we have to tell you who the M.C. is? (Earl?) Mitch Lindahl has promised to utter a few syllables in honor of this worthy cause. We plan to mute every 10th word of Earl's for each \$1.00 pledged, so for only \$10.00 silence (re: Earl) should be golden."

The newsletter also mentioned [seriously] that, "the 1988 North American Triumph Challenge XIII, our National Convention, will take place August 11-14, 1988.

The location will be Dallas, Texas. Meet HQ will be the Dallas/Ft. Worth Airport Hilton. There will be a speed event, a TSD rally, Concours, swap meet and flea market, awards dinner, and more. There might even be time for a party or 2. "

The Classifieds that month included:

**For Sale:** 73 Stag, white with auto trans. 50,000+ miles, "perfect" interior, alloy wheels, very good condition, asking \$6750 but will talk,

**For Sale:** 63 TR4 good condition but disassembled, \$940 engine rebuild, many new parts, wire wheels, to a good home, \$1200.

**Wanted:** TR8 engine and trans, any condition except blown up.

There was also a summary of the 1988 Big Bash stating, among other things, "English car club eats Italian (food), and it was good!!!

For \$1.00, you could have your picture taken with Spuds Billimack (p.s..... Barb was embarrassed, not an ISOA first)."

Paul Johnson wins an award for driving his TR7 to the party, it was never announced that he lives in Woodridge, only minutes away from the clubhouse.

Good news/bad news: Delores Wright was there/she wasn't alone.

Bob Kamholtz wore a shirt with sleeves (much to Sharon's relief) ."

There was also a respectful obituary for the recently deceased Donald Healey stating, "In Memorium-Donald Healey passed away Wednesday, January 13th. He was 89. Although he is best known in this country for the Nash-Healey, the Austin-Healey, and the Jensen-Healey, he was already an accomplished automotive engineer when he joined Triumph in 1933. His first project at Triumph was the Triumph Dolomite, an 8 cylinder, 2 liter, roadster. Only one example was ever built by Triumph, although a second one was built later from available parts. In the words of Road & Track magazine, "Had Triumph been better financed, the Dolomite could

have changed the future of British automobiles before Jaguar and Lotus came into the picture."

In addition, the issue included an article detailing the famous accident in Denmark which destroyed the Dolomite in January of 1935. Healey described it this way, "I was at the wheel when I heard an almighty screaming noise. I shouted. "The supercharger's seizing," and suddenly. "Wham!" We had been hit on the offside front wheel by a train going 50 mph through an unmarked level crossing. The scream that I had heard was its warning siren. By a fraction of a second we escaped what would have been the end for not only Lewis and myself but our creation. My beautiful Dolomite, my pride and joy, had been picked up by the cowcatcher – or rather reindeer catcher-turned completely around and the front end wrecked. I think that accident was probably the greatest disappointment of my motoring career, and I have had a few disappointments.



And that's the way it was twenty five years ago, except this time - **You Are There!**



Dear Car Club Official:

Enclosed is some information on our upcoming British Car Swap Meet & Auto jumble to be held February 24, 2013.

This meet now includes all marques of European sports cars. This is not a car show.

Our goal is to provide a meeting place for buyers and sellers of used parts, new parts, accessory items, tools, memorabilia, and just about anything else of interest to the sports car enthusiast. This year, we are extending a welcoming hand to hobbyists for all marques of European sports cars from throughout the Midwest.

Our 17th meet promises to be the best yet! This has become a regional event!

The site is an indoor, heated facility that is centrally located in the Chicago area. Last year, vendor spaces were sold out, and this year looks to be bigger than ever before. Additionally, another major event of interest to automotive hobbyists is being held simultaneously in the same complex. Your club may be interested in securing a vendor space for recruiting or other club purposes as did several car clubs last year.

The British Car Swap Meet & Autojumble is advertised in all major enthusiast publications as well as in the daily newspapers of all major cities surrounding Chicago in a multistate campaign; many out-of-state buyers and vendors attend this event each year.

This year all such adver-

tising will note that all European marques are welcome.

Would you please forward the enclosed flyer [Ed Note: See [page 10 for flyer] and request for publication to the appropriate individual(s) in your club? Thanks for your help; please call or email Jim if you have any questions.

FOR THE CHICAGOLAND MG CLUB

Jim Evans 630-858-8192  
Victor L'Heureux 847-516-3093

*Mssrs Evans & L'Heureaux,*

*While ordinarily we would never consider printing anything whatsoever from an organization dedicated to devotees of the Ocat-gon-badges faux sportscars that you people favor, in this case we will make an exception to promote this event, if for no other reason that we will be displaying an assortment of pristine, yet Oh-so-affordable Triumph ephemera. For that reason alone, we could encourage all Coventry Irregulars to make every effort to attend this year's swap meet, including Bill Marascin, Denny Capetto, Mark Anderson, and Jeff Slaton.*

*As per usual, there will be a club table ably manned by Bill Jensen, Joe Felix, and Murray the manikin. We also hope to upset OSHA officials once again by activating the ISOA cutaway transmission in hopes of maiming and dismembering innocent children along with any stray puppies or unicorns. That alone should be worth the price of admission. Besides, it's in late February. What the hell else are you going to do? Watch the Cubs in a spring training game?*

ED



### ISOA TECHNICAL EXSPURTS

TR2	Al "Chromedome" Christopher 773/233-2526
TR3/4	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]	Rick Paulson 847/669-1030
GT6	Dave "Snake" Shedor 847 566 0478.
Stag	Joe "Stagmeister" Pawlak 847/683-9683
Herald	Jack "Spuds" Billmack 815/459-4721
Machinist Bob	"Opera Man" Crowley 630/319-7343
Electrical,	Tim "Toolman" Buja 815/332-3119

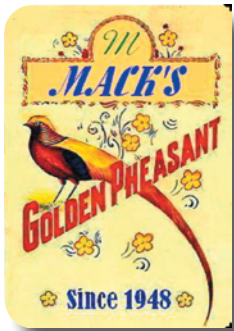
IL. Sec'y of State Mike "Scooter" Johnson  
Ombudsman scooter5559@comcast.net



JANUARY 2013

MEETING NOTES BY

PETER "MAESTRO" CONOVER



A LARGE number of ISOA members, perhaps seeking a post-Holiday return to semi-normalcy, had converged on Mack's for the first club meeting in 2013. At approxi-

once again gave participants the chance to drive around a relatively traffic-free Chicago in search of the answers to 80 obscure questions, devised by last year's "winners." Jack Billimack gave out "ISOA Achievement Awards" to the participants.

In reverse proportion to the number of driving events taking place, there were a significant number of members who reported on their current car projects: Mark Fisher reported on the recent work that the Rusty Galore team has done including installing a new front bumper, reinstalling the shifter, and installing new brake pads (the last pair having been found after the last race 100% worn out). Kim Jensen spoke on her anticipation of the fine work about to be done on her Spitfire's overdrive at the Silver Lake Ultimate Triumph Center. Jack Billimack, in shock over the fact that he had, for the first time in his life, 3 Triumphs that actually ran, decided to fix the oil leak in his TR4 motor. Of course, once he took it apart, breaking the exhaust manifold in the process, well, "One thing just lead to another..." I reported on my apparent success in stopping my own oil leak in the Aston's motor, with a successful reinstallation of the transmission with help from Roman, as well as taking care of a variety of other small issues. Tim Mantel reported on his success with a do-it-yourself ceramic coating kit. Segueing smoothly into the cars and parts for sale/wanted portion of the meeting, Mark Fisher spoke on a source for Lexan windscreens, as he is having one made for his Lotus, and Denny Smalley indicated a list he made of various available TR3 and TR4 parts that he found during a garage cleanout. George Grumbos, accepting a dare from President Hattenhauer to "sit in the President's Chair for a while and see how it feels," reported on a '71 TR6 restoration that he and some of his friends are undertaking.

As usual, Jack Billimack went through the list of upcoming events, including the differential clinic to be held later this month at Jay Holekamp's. Four members indicated that they would be bringing their differentials to the clinic to be examined and have their maladies, hopefully, remedied.

After a break, Tim Mantel generously gave away some printed matter, including 3 out-of-print sets of The Roadster Factory's TR6 parts catalogs.

As we began the Peter M. Roberts and Boomer award portion of the meeting, Barb Billimack took to the floor with a quandary: She had a story to tell, and she wasn't sure if it was a PMR nomination or a Boomer nomination, or perhaps even both. Barb explained that Jack had dutifully attempted to dispose of some junk parts, including an engine. The gatekeeper at the dump site, seeing the oil leaking from the engine, conscientiously told Jack that the engine could not be disposed of in that condition (with leaking oil). Equally conscientious, Jack put the engine back into his van to bring it back home, where, no longer supported by the other parts that he was able to dispose of, it promptly fell over while going around a corner, spilling much of the remaining oil all over the floor of the van. Sounds like a Boomer so far, right? But wait. In spite of the mess that had been made by the spilled oil, Jack managed to get the car cleaned up in time to pick up visiting relatives at the airport. PMR? Maybe. (We all love Barb, but who knew she also could tell such a good story?) Subsequently, there were 2 additional PMR nominations: Bob Streepy nominated Mike Konopka in absentia for repairing the ISOA PA system, and Tim Buja nominated Al Christopher for creating a new PMR award "chalice," since the old one had mysteriously disappeared sometime before last month's meeting. In a futile attempt to deflect attention from his own misdeeds, Jack then nominated Mike Johnson for forgetting to remove all the bolts holding his body to the frame. In the end, Mike received this month's Peter M. Roberts award, and not surprisingly, Jack received the Boomer.

Doug Larson drew the winning ticket of this month's raffle, which, just like last month, was held by Rick Paulsen. Rick graciously took himself out of contention, allowing John Shaw, who held the subsequent ticket drawn, to win this month's "valuable" prize. Mark adjourned the meeting at around 8:30.

*Maestro*



CLASSIFIED ADS: The Illinois Sports Owners Association newsletter will accept classified advertisements from members who wish to buy or sell Triumph cars, parts or miscellaneous related material. We will run ads, at no charge, for club members for ninety days. We also accept ads from non-ISOA private individuals who have cars, parts or related items that we deem of possible interest to our membership on a case-by-case basis. We do NOT accept advertising from commercial enterprises - even if those businesses are owned or operated by club members. If a Triumph related business hosts an event which we feel might be of interest to our membership, we will inform our readership of this occurrence, but this newsletter, its editors, and the board of directors do not endorse, recommend, or otherwise support, implicitly or explicitly, any commercial entity doing business in the Triumph-related domain. All ad copy is taken from sellers. SNIC BRAAAP does not inspect any cars as a prerequisite for inclusion here and does not assume any responsibility as to the accuracy of any ad text. As with any purchase, Caveat Emptor. To place an add, please e-mail Bob Streepy at: [trstreep@sbcglobal.net](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:* Triumph Spitfire 1974 model with 45,429 miles. - 1969 TR6 Triumph with 69,954. For information concerning the cars, please contact: Paul Purskey - 309-342-4902. [Not an ISOA member 11/12]

•*For Sale:* 1960 TR 3, original owner, 116,000 miles <https://picasaweb.google.com/qclotusracer/1960TR3> ~\$ 14,000, 309-786-5949 Charlie White, Rock Island, IL [Not an ISOA member [01/13]

•*For Sale:* TR3/4 Parts; Rear Leaf Springs [2], Transmission [disassembled], Disc Wheels [2], Wire Wheels [2], Hub Caps [4], Sidecurtains [need restorations]. Denny Smalley 630/248-8874 [01/13]

•*For Sale:* Richard Good Triple Zenith Stromberg carb and intake setup for TR6. Including cold air intake. Carbs rebuilt 3 seasons ago. Real nice setup. - \$ 825.00 Electronic 123 Distributor for TR6. 16 curve option settings. 3 seasons use. Very solid unit, changing out to a newer model with boost retard control option - \$225.00 Call Doug Larson 815/370-0065 [02/13]

•*For Sale:* 1968 TR 250 restored. Contact Matt Krajniak for details. [redtr6@gmail.com](mailto:redtr6@gmail.com) ph. 630/245-1156 [02/13]

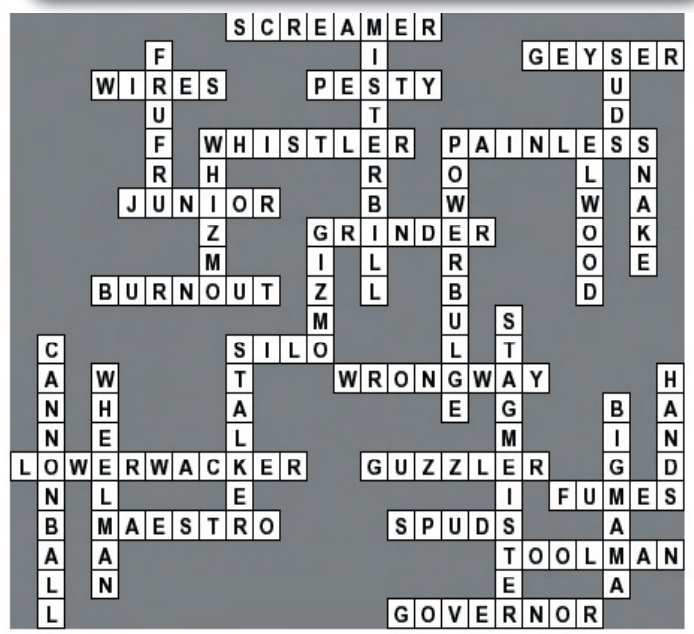
## Happy Birthday

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

- |                     |                     |
|---------------------|---------------------|
| Jeff Lathrop 2/01   | Dan Swanson 2/12    |
| Bryan Finrock 2/01  | Denise Loss 2/15    |
| John Shaw 2/02      | Annie Lathrop 2/15  |
| Rich Scholl 2/02    | Julie Lathrop 2/17  |
| John Kolton 2/04    | Bob Steele 2/17     |
| Lee Feder 2/05      | Chris Holbrook 2/23 |
| Scott Ayres 2/05    | David Hickman 2/23  |
| Jim Doering 2/05    | Tim Olson 2/25      |
| Dennis Heywood 2/06 | Jon Snyder 2/25     |
| Matt Krajniak 2/07  | Joe Todoroff 2/28   |
| Joe Kaplon 2/07     | Greg Heidrich 2/28  |

### Membership Counts

188 ISOA Memberships - 255 ISOA Members



**PAY YOUR DUES** 2013 ISOA membership dues must be paid by March 1, 2013. Bring your check for \$35.00 to the next meeting or mail to

**Tim Buja**  
1173 Butler Rd.,  
Rockford, IL 61108-4702

**Snic Preview**  
Coming in your March SNICC BRAAAP  
Available at sleazier newsstands

- Big Bash
- ISOA March Madness Brackett
- Elwood's New Tool Review
- Rumpus Editorializes on Transmissions

Lots More Stuff



*A bit of Valentine's Day "Eye Candy" for the red-blooded Triumph Enthusiast.*



## 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*



*FEBRUARY 2013*

*GRIZ HOLBROOK ALONGSIDE 1973 TRIUMPH STAG*