



SNIC BRAAAPP

NOVEMBER 2013

Vol.XI Issue No. 497

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 -

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

SIX PACK TRIALS

TEXT BY IRV KOREY - GRAPHICS BY THE AUTHOR AND JACK BILLIMACK

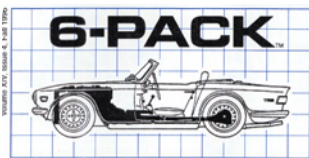


to make our TR's feel at home, presented us with rainy and windy weather. In fact, we had rain off and on through Saturday.

After a stop in Ludington, MI for lunch, those of us in our little caravan were pleased to drive out of the rain and arrived at Trials mid afternoon. We were greeted with a parking lot filled with our favorite sports cars. Once all of ISOA converged on Traverse City, we were represented by 13 TR6's, 1 4A, 1 Spit6, 1 Stag, and a daily driver.



continued on page 8



THE ANNUAL GATHERING of 6-Pack, the club for TR6's and 250's, was held in Traverse City, MI September 19-22. Our hosts, Terri and Mark Anderson, live in Michigan, but

they hold dual citizenship and are members of ISOA.

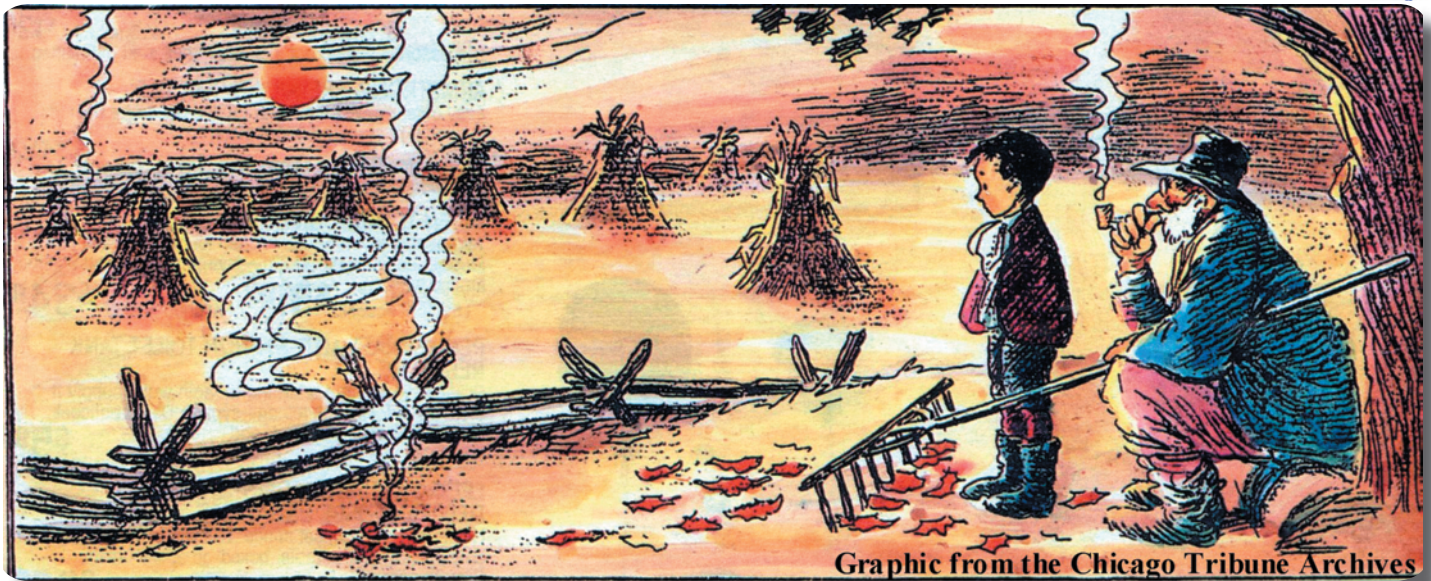
With Lake Michigan situated between us and Traverse City, ISOA'ers took several routes to TRials - above the Lake, below and around the Lake, and on the Lake. Several of us drove up in a caravan, leaving from the Lincoln Oasis and heading up Michigan Route 31. Mother Nature, in an attempt



INSIDE YOUR NOVEMBER SNIC BRAAAPP

- Fall Colour Tour
- Lambrect Auction
- Clinic Guidelines
- Rumpus Gets All Spiritual
- Engine Summer

Lots More Stuff



Graphic from the Chicago Tribune Archives

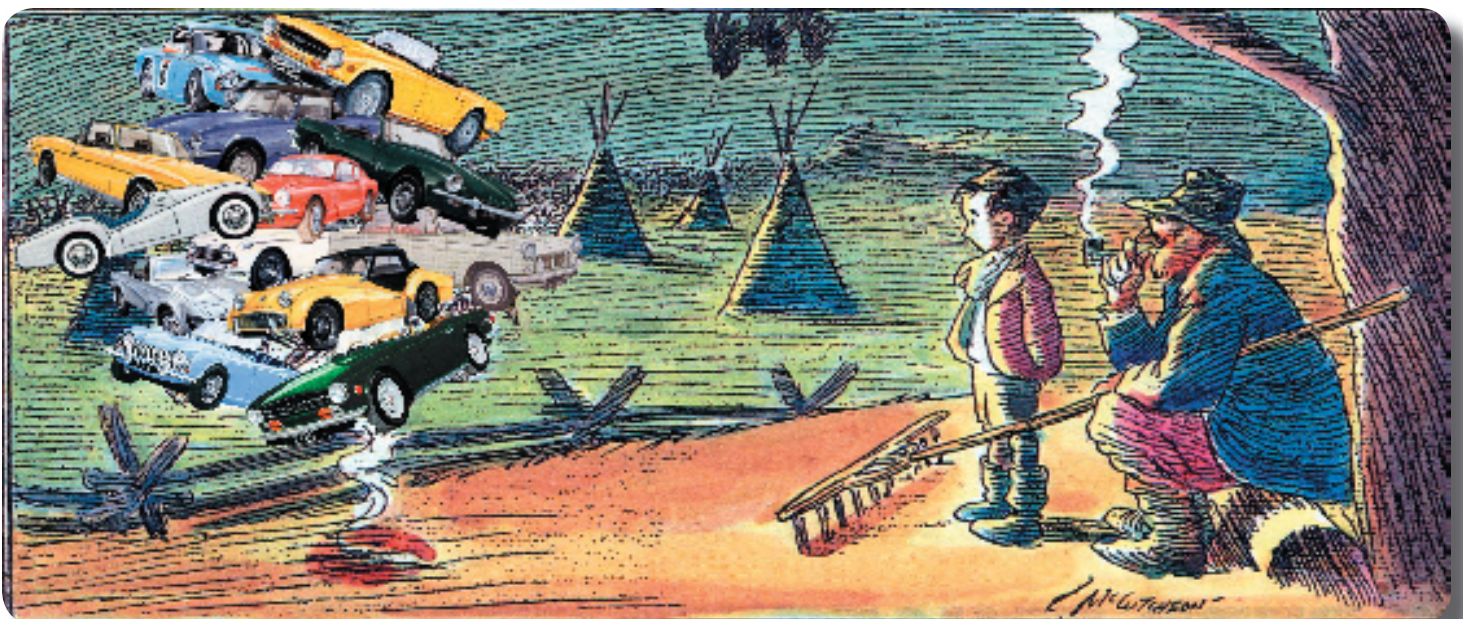
Yep, Sonny, this is sure enough Engine Summer. Don't know what that is, I reckon, do you? Well, that's when all the homesick o' sportscar drivers come back to play. You know, a long time ago, back in your pappy's time there used to be heaps of fur-in roadsters around here - thousands - MILLIONS, I reckon, far as that's concerned. Reg'ler, sure 'nough European sportscars. None o' yer Japanese jobs - not much! They wuz all around here - right where yer standin'. Aw, don't be skeered - hain't none around here now, leastways no NEW ones. They been gone this many a year. They all went away and died, I s'pose.

But every year, 'long about this time, they all come back. Leastways their sperrits do. They're here right now. You can see 'em off down the roads. Look real

hard. See that kind o' hazy, misty look out yonder? Well, them's ol' sports car drivers. . .sperrits drivin' along with their tops down in the sunlight. That's what makes that kind of haze that's everywhere...it's just sperrits o' British car nuts all come back. They're all around us now. See off yonder; see them autocross cones? They kind of look like corn shocks from here, but them's cones, sure as yer a foot high. See 'em now? Sure, I knew you could. Smell that smokey sort o' smell in the air? That's the gas a-burnin' and their exhaust pipes a-goin'. Lots o' people say it's just leaves burnin', but it ain't. It's the leaded gas an' the nuts are a-tearin' around to beat ol' Harry! You jist come out here tonight when the moon is hangin' over that hill off yonder an' the harvest fields is all swimmin' in the moonlight, an' you can see the Triumphs

an' MG's just as plain as can be. You kin, eh? I knowed you would. J'ever notice how the leaves turn red 'bout this time o' year? That's jist another sign o' leakin' antifreeze. An' ever' once in a while some o' those lights flicker an' die out. That's Lucas wirin' for you. See here now - look at all them colors on the leaves. That's them lousy paint jobs. They rub off on everthin'! Purty soon all the car nuts'll go a-caravanin' away agin, back to that big gimmick rallye in the sky. But next year you'll see 'em troopin' back...the sky just hazy with 'em, an' their gear-boxes goin' SNIC, SNIC. . . an' their exhausts a-goin' BBRAAAPP jist the way they used to...away back in yer pappy's day.

Rick Dentino 1975

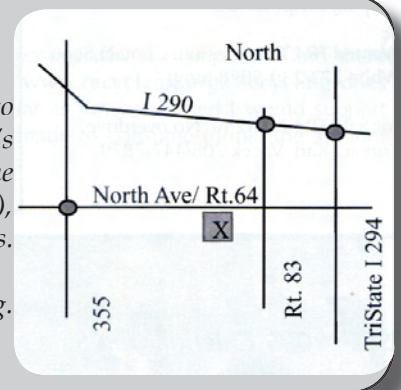




ILLINOIS SPORTS OWNERS ASSOCIATION

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
Nov.	3	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	9	Sat.	8:00 AM	Brake Clinic Holekamp's - 133 Danada Dr., Wheaton
Dec.	1	Sun.	5:00 PM	Coventry Irregular Go-Kart Challenge IV - 2225 W. North Ave., Melrose Park
	1	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
Jan	1	Wed.	11:00 AM	New Year's Day Rally, Northerly Island
	5	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	18	Sat.	8:00 AM	Suspension Clinic Jensen's - 903 Lilac Ln., Joliet
	25	Sat	6:00 PM	Big Bash Morretti's -1175 West Lake Street Bartlett, IL
FEB.	9	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00] - Not the First Sunday
	TBA	Sat.	8:00 AM	Clinic TBA
Mar	2	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.	8:00 AM	Clinic TBA
	30	Sun.	8:00 AM	British car Swap Meet, Du Page County Fairgrounds - Note new date

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

SNIC BRAAAPP is published by: Integrated Graphics Inc.

1198 Nagel Blvd., Batavia, Il 60510 - 630482-6100

Contributors: Mark Hattenhauer, Irv Korey, Dave Kanzler, Rick Dentino

Ed. Note: The text on the opposite page was written by SNIC BRAAAPP's first editor, Rick Dentino. "Engine Summer" debuted in 1975 and has appeared in the November edition of the ISOA newsletter ever since. It is a parody of a cartoon by John McCutcheon, a Chicago Tribune Pulitzer prize-winning cartoonist. 'Injun Summer' was a staple in the now-defunct Tribune Sunday Magazine for half a century. The original text is available on line, and the actual cartoon may be viewed at the Chicago Historical Society.



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



WOODSTOCK FOR GEEZER GEARHEADS
STAY AWAY FROM THE **BROWN LIPITOR**
BY SNIC BRAAAP EDITOR BOB STREEPY

Boon: Jesus. What's going on?
Hoover: They confiscated everything, even the stuff we didn't steal.
*Bluto: They took the bar! The whole f**king bar!*
[Otter grabs a bottle of whiskey and throws it to Bluto, who chugs it all]
Bluto: Thanks. I needed that.
Hoover: Christ. This is ridiculous. What are we going to do?
Otter & Boon: Road trip!!!



IN A SCENE REMINISCENT OF THE *ANIMAL House* lines above, your humble and obedient scribe verbalized much the same response as Otter and Boon when informed by Jay "Cannonball" Holekamp of the Lambrecht Chevrolet auction in Pierce, Nebraska. The now defunct dealership was owned and operated by Ray and Mildred Lambrecht from 1946 until 1996. Mr. Lambrecht apparently felt that selling used cars would cannibalize his new car sales, and while he accepted in trade-ins, he chose not to sell them. Instead, he stored the used cars at a farm field near his dealership. He also elected not to sell new cars once the model year had expired. Consequently, he built up an inventory of untitled, never driven Chevrolets, mostly from the late 50s to the mid-60s,

in addition to the hundreds of trade-ins ranging from the late 40s and up. At the time the dealership ceased operation, Lambrecht had more than 50 "NOS" Chevys, along with roughly 450 various trade-ins in his possession. Most of the trade-ins had been ravaged by the elements, not to mention vandals, over the years and were in what could charitably be described as "rough" condition. The new cars however, while far from pristine, were for the most part quite salvageable.

About five years ago, Jeannie Lambrecht Stilwell, the Lambrecht's daughter began preparation to liquidate the "collection," [a liberal interpretation of the term to be sure], of vehicles, and in the spring of 2013 she contracted with



the Vander Brink Auction Company of Minnesota to handle the massive undertaking of auctioning all 496 vehicles, along with some memorabilia from the dealership.

The sale was held in Pierce, population 1700, in a soybean field adjacent to the community golf course on Saturday, September 28 and Sunday, September 29.

To the genus *geezercarguygoofus*, a solitary barn find is enough to cause elevated blood pressure and heart palpitations, but 496 barn finds up for auction at the same time could well bring on a state of full blown apoplexy.

When word of the sale began to circulate on the World Wide Web in the spring of this year, Jay notified me about the auction, and we immediately decided that this spectacle might provide us with yet another of our manufactured adventures - a term coined by Mrs. Holekamp in reference to some of our previous excursions.



Pierce is about 560 miles from the Western burbs, and so Jay and I set off early on Friday morning September 27th and arrived in time for the preview with a couple of hours of daylight remaining.

We knew we were getting close, not only because of our GPS, but because virtually every farmyard had some derelict clunker in the front yard for sale. Another telltale sign that we were in the right place was that every other



vehicle on the road appeared to be dragging an empty car trailer. Motel rooms within a 100 mile radius

were long booked, but we were far-sighted enough to reserve a "suite" in the Cedar Motel in nearby Randolph back in June. As a result of the dearth of rooms, entrepreneurial homeowners posted signs that visitors could rent rooms in their homes or lease space in their backyards to camp.



Since the parking rates were a bit pricey, we decided not to stop and stroll through the automotive field of dreams for Friday's preview, but instead headed to our accommodations in nearby Randolph. The Cedar Motel proved to be altogether fitting for an event based on rusty, dusty, musty, rundown, abandoned cars since the motel was in virtually identical condition. There seemed to be several long-term residents at the property, as evidenced by the dilapidated Barcaloungers in front of several units. Our suite featured brown shag carpeting and some electrical work, not to mention plumbing, that would undoubtedly leave Tom Silva and Mike Holmes distressed. When Jay went to the office to buy a postcard, he returned with a bona fide bicentennial edition. [The owner

continued on page 8

MARK ON THE MARQUE
BY ISOA PRESIDENT
MARK "PAINLESS" HATTENHAUER



Pain is in the tooth of the beholder. That's the tooth, the whole tooth and nothing but the...

WITH SUMMER A LONG GONE DADDY, and fall closing fast, the ISOA driving season is losing daylight (literally... on November 3 we roll the clocks back). Did I mention that I hate winter? Is it over yet? I'm already counting the days until December 21st, when the days start getting longer again.

November is so many things... Adopt a *Senior Pet Month* (I'm thinking about taking Possum Jack in, but is he potty trained...it Depends I suppose... oh wait). It is also *National Impotency and Prematurity Awareness Month* (well which is it and is this really something we need to celebrate?). We also have November (grow a mustache) and No Shave November (facial hairs...it'll grow on you). The 1st - 3rd is *Punkin Chunkin Days* (look that one up). Enough chitchat, let's get to the special holidays:

- November 1st - *Dia de Los Muertos (Day of The Dead) and All Saints Day. Give Up Your Shoulds Day* (as in I should have gotten this finished on time...but knowing this holiday was coming I chose to let it go...). *Prime Meridian Day* happened on this day in 1884. Delegates from 25 nations met in Washington and established time zones for the world with every 15 degrees of longitude equaling an one hour (they would never be able to agree on this today...stop the world I want to get off.). *World Vegan Day* is

celebrated today (like that's going to happen for me...pass the BBQ please).

- 2nd - *Cookie Monster Day* (praise the cookie today). This message was brought to you by the letter C. Daylight Savings Time ends today.

- 3rd - is *Fill Your Stapler Day*. You can do this with the extra hour gained while you were sleeping last night. It Also *Jellyfish Day, Sandwich Day, and Use Your Common Sense Day* (shouldn't this one be everyday?).

- 4th - is *Election Day* (had you celebrated Use Your Common Sense Day today, we wouldn't have all these morons in Washington...I digress).

- 5th - *Gunpowder Day* (in case the government is monitoring this, you figure out how to celebrate this one...ironic it comes the day after Election Day).

- 6th - is *Saxophone Day*. Blow Daddy! Girls dig the Saxie man...if you think I'm saxie...

- 7th - is *Bittersweet Chocolate with Almonds Day and National Walk to Work Day*. Did I mention that I'm retired? So I think I'll just stay home and eat chocolate covered almonds.

- 8th - *Dunce Day and Abet and Aid Punsters Day*. "Never make fun of a Scotsman's garb. You could get kilt that way." "Two florists got married. It was an arranged marriage." DOH!

- 9th - *Chaos Never Dies Day* (get smart... would you believe...how about... missed it by that much).

- 10th - *Sesame Street Day*. Today is the Street's 44th anniversary. Oscar the Grouch is my personal fav.

- 11th - *Veteran's Day*. Let's remember our Vet's and the freedom they fought for so bravely.

- 12th - *Happy Hour Day*...now here's a holiday to celebrate...its five o'clock somewhere.

- 13th - *World Kindness Day*. Can't we all just get along today? One would hope.

- 14th - *Loosen Up Lighten Up Day and National Pickle Day*. Kick back and eat a pickle.

- 15th - *Clean Your Refrigerator Day and America Recycles Day*. So drink up, eat up...one way or another it'll get recycled.

- 16th - *Button Day*. This would be the day to button your lip. Zip it zippy.

- 17th - *World Peace Day and National Unfriend Day*. Go ahead and chuck those

online friends and let's see how that peace thing works out.

- 18th - *Mickey Mouse Day and Pushbutton Phone Day*. My Mickey Mouse phone is a dial phone...

- 19th - Have A Bad Day. Well personally I'm going to skip this one and go with *Rocky and Bullwinkle Day*. "Nothin' up my sleeve...Whatsamotta U...watch me pull a rabbit outta my hat...I hate moose and squirrel.

- 20th - *Transgender Day of Remembrance*. Remembering those great transgenders who went before us...not that it's wrong, but we need a day for day for this...All Saints Day won't work here...how's about The Feast of All Souls? This is also *Absurdity Day* (for real).

- 21st - *World Hello Day and the Great American Smokeout*. Say hello to a stranger, but don't offer them a cigarette. They might be trying to quit today.

- 22nd - *Go For a Ride Day*. Take your Triumph for a drive or saddle up them hosses...

- 23rd - *Dr. Who Day*. The BIG 50...the anniversary of the very first appearance on the BBC.

- 24th - *D.B. Cooper Day*. On this day in 1971, a man calling himself D.B. Cooper hijacked Northwest Airlines Flight 305 and parachuted with \$200,000 ransom into the night, never to be seen again.

- 25th - *National Parfait Day*. Any old excuse for ice cream...works for me.

- 26th - *Shopping Reminder Day*. "Don't forget to buy the turkey, Tom."

- 27th - *Tie One On Day*. I think they're talking about aprons here. Make mine Scotch rocks then...

- 28th - *Thanksgiving Day and Red Planet Day*. Do you think they celebrate on Mars today?

- 29th - *Black Friday and Buy Nothing Day*. Seems kind of conflicting to me ...you'll take nothing and like it. This also *Flossing Day*...those of you who know me know I prefer the little green GUM soft picks.

- 30th is *National Meth Awareness Day and Stay Home Because Your Well Day*. Hmmn, I'm thinking if you're taking meth you're just not that well today. Better go to work.

Well that wraps up November. Did I mention I'm retired now? I didn't think so ...ain't nobody feelin' no pain.



FALL COLOR TOUR

TEXT BY BOB STREEPY
GRAPHICS BY THE AUTHOR, JACK BILLIMACK AND DENISE ALLGAIER

FOLLOWING A WEEK OF PICTURE-perfect weather, the forecast for Saturday, October 12, called for the likelihood of precipitation. The gloomy forecast failed to dissuade some two dozen Coventry Irregulars from participating in the



annual ISOA fall foliage tour hosted and organized by Kim and Judy Casper. A record crowd of Triumphistae showed up at stately Casper manor on Saturday morning to tour the rustic roads of southeastern Wisconsin on the annual fall tour. Rallyemaster Kim Casper convened the drivers at about 9:30 and outlined the general route and reviewed some basic caravan protocol to observe along the roughly 150 mile route.

The procession departed from Casper's and proceeded north

and east for about 30 minutes before making its first scheduled stop at the Orchard Store at Old Homestead in Franksville. The group stretched its collective legs for a few minutes,



snapped some photos, and browsed through the homemade edibles available for purchase. Although the skies were clear when the group started out, by late morning, unfortunately it began to appear that the meteorologist's forecast was about to become all too accurate.



From Franksville the group headed through the scenic Kettle Moraine region. Along the way to

Troy, the curse of Joe Lucas was visited upon Jack "Spuds" Billimack's TR4A. The car, which had been running fine, suddenly went "dead in the water" and Jack was forced to coast to the side of the road. Master Triumph technician Steve Yott quickly sized up the situation and attributed the malfunction to an inoperative coil. Fortunately, your humble and obedient scribe was able to provide a replacement, and within a reasonably short period of time Jack and Barb were back on the road none the worse for wear.



The caravan then proceeded to Eagle, Wisconsin, arriving at Old World Wisconsin at approximately 12:30, only slightly behind schedule thanks to Steve's quick diagnosis and roadside repair. The groups browsed through the Museum store and used the necessary facilities before convening for a group photo in front



of a restored barn on the grounds of the outdoor museum. Just as the last shutter snapped, a clap of thunder and a bolt of lightning signaled a LeMans start to the parking lot to seek shelter from the elements. Putting their Rain-X to the test, the drivers then headed through a series of roundabouts through some very exclusive beachfront properties in Okauchee before parking in the lot of a closed restaurant that was across



RECENT EVENTS OF IN "TR" EST

the street from the Spitfire Grill. This eatery was selected by Kim not only because of its appropriate nomenclature [there were at least half a dozen Spittys on the tour], but also for its excellent food. As the group settled in for their midday meal, the owner of the shuttered restaurant



came out and demanded that all the Triumphs immediately vacate his premises before he called the local constabulary to have the cars total way. Despite the pleas from the staff at the Spitfire as well as the Triumph owners, their request fell upon deaf ears, and all of the cars left and parked on the street.

Although the number of participants far exceeded the initial estimate, the single server and bartender worked diligently to fill the drink and food orders quickly, and virtually everyone in the group of more than 40 was pleased with the food and the service.

Following the meal, the group posed for a photo beneath the restaurant sign before heading out to



the Dousman Raceway in Dousman. There the track personnel provided a short clinic on go kart racing and demonstrated some of their special-purpose tooling and jigs for servicing the karts that race there. After this final stop, the caravan headed back to Casper's home in Kansasville, arriving there in the late afternoon.

While the caravan had been out racking up miles, Judy Casper it had been preparing a sumptuous feast for the group. After socializ-

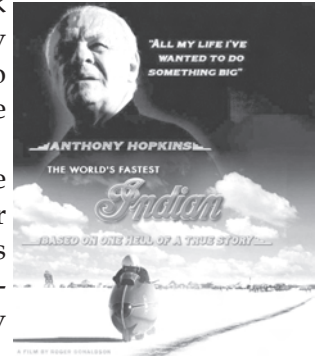


ing in enjoying a beverage or two, the meal was served, and even the pickiest of gourmands agreed that the food was delicious as evidenced by the total and complete lack of any leftovers.

After dinner Kim invited the participants to adjourn to his garage where he had set up a projector and screen along with folding chairs so

that folks could enjoy a special showing of *The World's Fastest Indian*, a fantastic film starring Sir Anthony Hopkins and a vintage Indian motorcycle. By the time the credits rolled, the hour had gotten late. While some headed home, others opted to camp on the grounds of casa Casper or check into nearby motels to spend the night.

The fall tour has always served metaphorically as a punctuation mark for the ISOA driving season, and for many of us, our final memory of open road motoring for this year will be a most pleasant one.



The year 2013 has seen three excellent seasonal tours hosted and organized by ISOA members. Doug Larson led the spring tour which received tremendous accolades from the participants and Denny Stock



organized a summer tour which was also very well received. Adding his name to this august body of 2013 rally Masters, we now must include the names of Kim and Judy Casper whose fall foliage tour will certainly go down in Coventry Irregular lore as one of the best of all time. Our collective thanks to all of these members for their willingness to donate their time and effort to providing us with an opportunity to enjoy our cars in an environment where they are best suited - the open road.



Suds

RECENT EVENTS OF IN "TR" EST



Six Pack - continued from page 1



The first activity of the weekend was the welcome party. The host hotel is located right on the water, and the welcome party took place outdoors between the beach and the parking lot. With hot and cold running food and free beer, the welcome party was a major success. Of course, there were ramifications to the e beer, as several of the attendees partook of karaoke. Let's say it wasn't a pretty sight.



Friday morning was the road rally. More of a gimmick rally than a TSD (time, speed, and distance) rally, it was well written and fun. Along the route was a planned lunch stop at a British Pub, with 8 different British beers on tap. Along the way, the heater control valve retired from service in the Hurst TR6. Several of us had spares, so in short order the



car was repaired and back in service. Friday evening was a dinner run. The food at the chosen restaurant was delicious and plentiful. In fact, Spuds ordered prime rib and was served an entire side of beef. However, he still had room for ice cream.



On the drive home from the restaurant, a part fell out of Fesa and John Shaw's transmission top cover. The good news was that they were able to retrieve the part. The bad news was that without that part, John could not change gears and he was stuck in 4th. This part is doesn't even



have a part number of its own, it is a part of an assembly called the 3rd



and top gear selector shaft. The main bits of the shaft are held together by a pin, and somehow the pin sheared. They were able to limp the car back

to the hotel, and an impromptu tech session began. There was a strong smell of tortured clutch emanating from the car. Saturday, after the car show, the offending parts were welded back together and better than new, the car was put back together, and driven home without further adventure.



Saturday morning was the car show, staged on the main street of nearby Empire, MI. The cars were lined up on both sides of the street. There was surprising little interest in the cars from the locals, but the venue was quaint and well suited for the show. The drive to and from Empire was fun as well. Somehow, many of us were diverted to an ice cream parlor on the way back to the hotel.

Saturday evening was the awards dinner. The food was surprisingly good and plentiful. The awards presentation was streamlined and fast. Trials 2013, an unqualified success, was over. Sunday morning it was over the Lake, under and around the Lake, or over the Lake and back to home. Trials 2014 will be held in Oxford, Mississippi.

Elwood





THE TAO OF TRIUMPH
BY DAVE "RUMPUS" KANZLER

Editor's Note: Who knew that Dave "Hot Chicks Who Smoke" Kanzler had a spiritual side?

- The Tao is "the Way," and the Way is the Open Road.
- The driver of the Land Rover with environmental control, navigation system, and DVD player, can never know the Open Road.
- If your car has never broken down on the highway, you will never know the joy of arriving to your destination trouble free and on time.
- The driver of the automatic or clutchless transmission will never

experience the subtle joys of the perfectly executed heel toe downshift.

- The driver of the late model BMW who cuts you off from the right shoulder in traffic is always unhappy that someone is ahead of him. The driver of the TR6 in traffic is just happy that the engine is not overheating.
- The Porsche driver doing 90 mph on the interstate is worried about getting caught by the police, the driver of the TR4 on the back roads is just happy to still be puttering along.
- The Master never questions the sexuality of Miata drivers, but rather sees the Miata as the grandchild of the British roadster - and who doesn't love their grandchildren?

• People will always wonder if the Corvette driver is overcompensating for anatomical deficiencies, no one will ever wonder that about the driver of a TR3.

• The passenger in the Honda minivan can watch a movie on a DVD player, but the passenger in a TR8 can witness an eagle soar in the sky.

• The commuter with blue tooth and internet access so she can have a "mobile office" is still just in her office, while the commuter in the Triumph roadster is having a mini vacation.

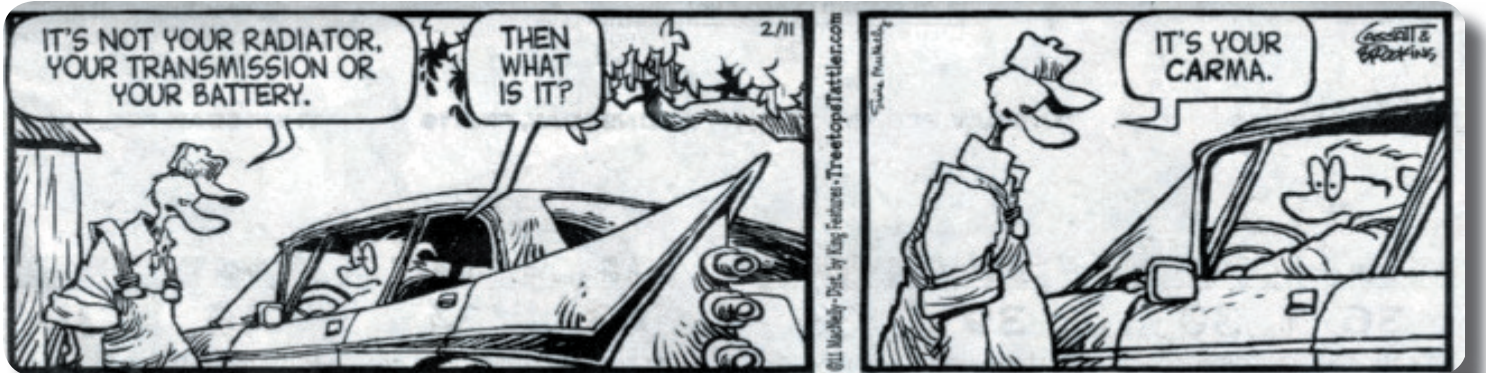
• The driver with a retractable hard top can never truly appreciate the absence of rain in a way that the driver of TR2 will.

• Airbags and anti-lock brakes will keep you safe, but will not keep you alert and one with the Open Road.

• The beauty of the lines of the TR6 cannot be fully appreciated absent the ugliness of the AMC Gremlin.

• The Trailer Queen is like a magnificent tiger caged in a zoo, while the daily drive wears its road rash as a celebration of a life well lived.

• Driving a Camry on the Tail of the Dragon is just driving on a twisty road, but driving it in a Triumph Spitfire is like "touching the face of God."



With the onset of "clinic season," we are providing some helpful hints for participating the numerous technical workshops scheduled for the upcoming series of clinics. We urge to read these protocols in advance of bringing any components to a clinic for analysis
Ed

ISOA CLINIC, REPAIR & TECHNICAL SUPPORT GUIDELINES

ISOA TECHSPURT: THIS IS AN INDIVIDUAL that has been identified by the ISOA board of directors to be a subject matter expert for a particular model of car or automotive subsystem (i.e. Electrical, machining, body work etc.) Members can expect expert advice from these folks which is based on many years of practical experience with Triumph motor cars

Overview

Some of our members seldom or never attend clinics. They have other people maintain/repair their cars or they work on their cars themselves with no on-site help at the clinics. In time, most members ask for some kind of tech support or advice from other ISOA members. They can also benefit from ISOA's world-class group of techspurts - whether via Internet or in person. In either case, technical advice and clinics are among the major benefits and strengths of ISOA.

CLINICS

a) Purpose of clinics - For most of our "technical clinics" the clinic leader(s) provide a blend of instruction and hands-on opportunities for the subject matter being presented. Clinics are presented by the club techspurts and are coordinated by the ISOA board. These presenters are experts in these areas and have years of practical experience and proven abilities in diagnosing and repairing Triumphs and those abilities are reflected in the reliability and condition of their own cars.

These clinics can and do have multiple audiences. The clinics let attendees learn how things work, give them a chance if they desire to do hands-on

with expert oversight. The clinics will let attendees see how much work/knowledge/equipment is required to do a particular task properly. Many attend the clinics to learn how to do something - either at the clinic or to do later at home. In some cases, the attendee's conclusion is "this is too technical and/or too much work to tackle myself" and they then seek out "alternate" assistance for repairs. Members sometimes attend just to socialize - they get a Saturday morning out with friends but have no intention of attempting to do whatever the clinic teaches. In either case, clinics are a valuable benefit to the membership.

Some clinics are designed only to provide instruction/knowledge. For example, when bigger and more complex parts such as transmissions, differentials and engines are involved, there will usually not be an opportunity to actually work on a member's part. Other clinics provide both instruction/knowledge and a limited chance to work on a member's own parts, such as carburetors and distributors. In addition, the ISOA "tune up clinic" is designed to provide help to the member in tuning up his/her own car by having techspurts available to help the member through the tune-up process.

b) Financing the clinics - The clinics are financed through a "donation can". Attendees are expected to donate based on what they believe is "fair". A good rule of thumb is \$5-\$10/meal per person if the host is providing food and beverages. If you choose to bring food or beverages, that can be considered your contribution. But please coordinate what you bring with the host. It is counter-productive with 19 people each bringing a dozen donuts. Think of what you'd pay at a local restau-

rant or fast food location. At times, the host takes orders for food and has it brought in from a place like Jimmy John's. In this case, pay for your own food/beverage, including tax.

c) Helping at Clinics - Check the time the clinic starts and the time it is scheduled to end. Don't arrive significantly before the starting time (unless prearranged with the host) and be prepared to leave at the ending time. The host might have other plans for later in the day. As required, help the host set up the area, help clean up at the end, help dump trash, etc. Clean up after yourself.

d) What to bring - Bring something to write on. Bring a chair. If you are working on one of your parts, make sure it is clean and drained of oil, coolant, etc. If you plan to rebuild something, bring the repair parts. If you do not know what you will need, ask beforehand. Many times it is unknown what is needed, yet the techspurt has the part in his own inventory. If that is sourced, do not wait months to replace the part you used. Bring a repair manual for your car.

e) At the clinic - Set your cell phone to silent especially during presentations. This is rude to the presenter and attendees trying to learn. Questions are encouraged. You have the captive attention of a subject matter expert; if you are unsure of something just ask. This is usually a best time for all as it conjures up funny stories, anecdotes and real life experiences.

Clinics are held either at a host's home or business. Please be very respectful of the premises. Do not track greasy, muddy shoes through the home. If you make a mess, please clean it up. The host is usually not allowed to wash grimy hands in the bathroom



sink; chances are you would not be allowed either. Ask where the appropriate second tier cleaning area is. The bottle of Orange Goop near the utility tub would be a good guess that you found it.

f) After the clinic - It should go without saying that attendees should always thank the host and the hostess for making their home/business available and the technical presenters for the time they took to research and prepare the information. Putting on a clinic takes lots of time, effort and energy.

ASKING TECH SUPPORT QUESTIONS

a) Meetings, Phone and Email List - Frequently, members put out the call for advice or help at meetings or via our message board. The general membership is solicited to provide input/suggestions. Always provide as much information as possible even if you feel it is trivial. Remember that 99% of all fixes for a problem are the simple things. It is often a missed adjustment or a known component issue. 1% are the real odd ones. Never say that you tried everything. If you did, it would be working. Rather list what you did check. Above all, do not be offended if the techspurt presses you on making sure of an adjustment, measurement or observation of a problem. Again, 99% of all fixes are the simplest.

b) Techspurt Available Time - Time management by the techspurts for support of members in need has several levels of considerations. It is best to try to arrange a time to chat particularly if you feel the question is not going to be a 2 minute call. It's often difficult for a techspurt to turn down a call for help; they truly want to assist you. There can be a point where you can overstay your welcome. Calling every night of the week for an hour technical talk to walk you through something may not be in your best interest.

c) Caution/Beware - The qual-

ity of advice varies by source, with advice from our published "techspurts" usually being the best, most accurate and most useful. The email list can generate a diverse set of responses and this is great benefit to all. However at times, advice from the general membership is well intentioned but may not be the best course of action. In some cases can be downright dangerous or damaging to your car. The receiver of the advice must determine how to proceed. If the user chooses to use poor advice and/or ignore good advice, that will be their problem. Carefully consider the source of the advice. Good rule of thumb is to take note of the reliability and condition of their cars.

Physical Help from ISOA Members
a) Minor Repairs - If a member needs help on a fairly minor repair, one or more members are often willing to offer the person with the problem help in fixing the car. This is often a simple repair or parts swap. In this category, the techspurt/member and the owner work hand in hand in doing the job. An example is that on some Saturday the owner brings his car to the other member's house, and then they both work on the car. Quite frankly it's fun and a great part of the hobby.

b) Semi-major Projects - If a member asks a more knowledgeable member or techspurt to help with or do a more complex project, the owner should expect to do some work with that member. The owner might do some grunt work (i.e. disassembly, cleaning, parts running) while the knowledgeable member does the more complex work. In these cases for example, offer to replace shop supplies that may have been used etc. Even if they refuse, do something anyway. Remember that the day or more they spent on your car was time not spent on their own projects.

c) Major Projects - If a member asks a techspurt to do a major job (i.e. engine or transmission rebuild,

rewiring, etc.), the member should view this as "farming out the work to a shop". The techspurt serves as a real repair business. Even if the member helps, the techspurt should expect to receive appropriate compensation (or barter for something). At this point the costs of time, materials and expertise are no different than at an independent shop. If parts are needed and the techspurt agrees to order them, the owner should offer to give the techspurt "front money" for the parts. And, don't forget that the techspurt often supplies miscellaneous fasteners, lubricants, cleaning fluids, blast media, shop supplies, etc. Make sure to compensate the techspurt for these items. To avoid problems and hard feelings, this should be addressed up front.

It is the responsibility of the techspurt to determine if he has time to do the job. While these individuals have the expertise, some projects are very time consuming. Sometimes they have to turn down club friends. The techspurt should only agree if they have time and willingness.

TAKING YOUR BABY TO A REPAIR SHOP

a) Independent Repair Shop - If techspurt help isn't available or the member decides not to use one, the member usually takes his car to a regular repair shop and pays the shop to perform the repair. This is pretty straight-forward and does not involve any ISOA techspurt. ISOA can usually help the member locate a shop that works on old British cars.

b) Vendors & Service Providers - ISOA maintains a list of area vendors and service providers. This list is determined by the level and quality of service provided by the vendor. Please contact a board member if you have a vendor worthy of being added. At the other extreme, we need to know of vendors providing less than satisfactory services. This applies to local and national suppliers.



told him that the postcard guy hadn't been around for about thirty years.]

The proprietor at the motel suggested an eatery known as Jerry's Hilltop Café which she said was the best in town, apparently by virtue of its being the only such facility. In all seriousness, the food and service were just fine, and the patrons immediately surmised that we were there to attend the auction and were genuinely friendly.

On our way back to the hotel, we observed a guy along the highway wearing a vertically striped black and white shirt and a van of similar clad men stopped to pick him up. Jay and I astutely deduced that this was doubtless a team of referees who were most likely on their



way to officiate a high school football game. Since we had nothing better to do, we decided to follow them to the field. We proceeded some 15 miles to Laurel, Nebraska where the home standing Bears took on the Ponca City Indians in a traditional Friday night Midwestern football game. As it turned out, the evening proved to be highly engaging and for those of you keeping score at home, Ponca City prevailed much to the dismay of the Laurel homecoming crowd.

Saturday morning we were up early, and after breakfast at the Hilltop, where by now we were on a first name basis with the staff, we headed the 10 miles or so into Pierce. There had been some rain overnight, but by sunup skies had begun to clear. We had inadvertently discovered a shortcut of sorts the afternoon before, and we decided to retrace our steps. The route included a mile or so of unpaved road. What we failed to take into account was that gravel roads, when wet can become like "catshit on a marble floor," i.e. - a tad slick. We soon found ourselves slipping and sliding and throwing mud like some bayou swamp buggy, thus making our shortcut

a bit more exciting that we anticipated. We survived the trip, although truth be told, my car looked as if it had just completed a Top Gear challenge by the time we arrived at the auction site.



We forked over 25 bucks to some guy who may have been associated with the show although we couldn't be sure, then hiked through the mud into the bean field where the time capsule collection of cars was located. The vast majority of cars were six cylinder Chevy 4-door sedans from the 50s and 60s, most of which could charitably be described as ambitious restoration projects. There was a smattering of Fords along with an occasional Studebaker or Kaiser plus a limited number of imports. There was a pair of Toyota Corollas- a four-door and a two-door wagon that I suspect were probably the least loved of in this collection, at least by this crowd.



The 50 or so untitled cars, most of which showed fewer than ten miles on their odometers, were set off from the rest and were the first cars to go up for bid. There was also a soundstage set up by the History Channel which was doing a documentary on the auction hosted by Tanner Foust and Rutledge Wood, along with generic announcer Dave Unger. Overhead there were news media helicopters and planes circling the crowd.

The auction got underway at about 9:30 with some NOS hubcaps leading things off. When the price reached



\$400, many in the crowd began to comprehend that there were probably not going to be any great deals this weekend. This was later confirmed when a batch of yardsticks sold for over \$300.



The initial car to go up for bid was the 1958 Chevy Cameo pickup. This was the rarest vehicle there and was predicted to have the greatest value. The auctioneers had apparently decided that they would sell the most sought-after cars first so that people who didn't win would still have money left burning a hole in their pockets to buy something else. The pickup went to a collector from New Hampshire who paid \$140,000 plus a bidder's premium for the privilege of owning the rare truck. A '78 Indy pace car Corvette with no miles sold for 80 grand an Apache pickup sold for 90. A Corvette pedal car sold for 16 large.

Many in the crowd realized it this point that there were some serious money changing hands, to include internet bid-





ders from around the world. In fact the estimated crowd of 15,000 and included gear heads from Australia, Norway, Brazil, and all 50 states and Canada.

The auctioneers worked the crowd from a trailer set up with a PA system which was pulled by a pickup truck, and the trailer simply was pulled in front of the cars as the cars were auctioned off one by one.



While Jay and I had no desire to acquire any of these vehicles, we did find it highly amusing to try to speculate as to what certain cars might fetch. As what should come as no surprise to anyone, Jay's estimates were considerably more accurate than mine, and frequently he was able to anticipate to the penny what a ratty, derelict Chevy car or truck would bring.

Around midday most of the "new" cars had sold, but there was still a group of about two dozen '63 and '64 Chevy pickups from a fleet sale that never materialized that had never been titled



left. These trucks brought in the neighborhood of \$20- \$25,000 apiece. Some of the other vehicles that we found interesting were a '72 Pinto that brought \$750, and a no mileage 91 Chevy Lumina van that sold for \$7000.



There were also a few vendors who were trying to unload Chevy parts and a few stick joint food purveyors who had come in to try to capitalize on the situation. By late after-

noon Jay and I agreed that we had all the fun we could handle, and decided to call it a day, even though there were still hundreds of cars to go up for auction. We headed back to the motel and watched a little college football, before grabbing a bite at the Hilltop.

When we got back to our room, we found out that the History Channel was actually showing a recap of the auction, and so we watched a rehash of what we had just witnessed on the small screen. It soon became abundantly clear that while the guys from Top Gear may have had a clue as to what had happened, the play-by-play guy - Dave Unger, was clueless about the entire event. [The Chevy Corvair-Is that one with the mid-engine, Rutledge?"]



Perhaps the highlight of the entire three-hour program was an interview with Jeannie Lambrecht Stillwell, the owner's daughter, who was clearly the most articulate, knowledgeable, and lucid person on the set that night.



The following morning we were up before dawn, and we headed over to the Hilltop for breakfast. It was about 6:30 AM when we got there, and the restaurant did not ordinarily open until seven. As we stood outside killing time, a car drove up with a pleasant lady inside who asked if we were planning to eat there. When we answered in the affirmative, she said "Go 'round to the back door and tell them the boss said to let you in and give you something to eat" We did as she suggested and entered the kitchen.



In a scene straight out of *Goodfellas* when Ray Liotta escorts Lorraine Bracco through the kitchen to a table in the front row of a nightclub, we were whisked through the kitchen to a table and by the time the place opened, we were already enjoying a second cup of coffee.

We decided to pass on the second day of the auction, since we'd seen all we needed, and so as the sun rose, we were eastbound back towards ISOA country.

After dropping Jay off at his home in Wheaton, we pulled into Snic Braaapp Towers around 4 PM, having covered some 1280 miles over the weekend.



As road trips go, this was as good as it gets. We had nice weather, very little road construction, and all in all we managed to meet some nice folks and have a thoroughly enjoyable time. When asked by one of my neighbors what I came back with, I replied, "About 10 pounds of Nebraska mud, a head cold, and some pleasant memories."

Rest assured, the next time there's an auction of 500 barn find cars, 10% of which never been driven, you can count on Jay and me to be there.



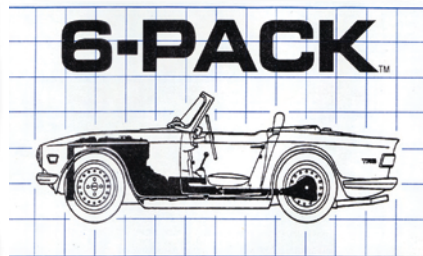
Suds



**2014 VTR
National Convention**
Sept 9-13, 2014.
Shelton Vineyards -
Dobson, NC.



**TRA 2014
National Convention**
June 11-15
Deer Creek State Park,
Mount Sterling, OH.



TRials 2014
Oct 9-12
Oxford, MS



**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/ Bob Streepy*
Newsletter 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

Sgt. at Arms Roman Hrynewycz*
708/456-4327
rah_63@comcast.net

Minority Whip/ Peter Conover
Key Grip 708/383-9160
peter.conover@comcast.net

* past president



Coventry Irregular Go Kart Challenge V
Sunday, Dec. 1st 5:00 PM
[Before the meeting]





BIG BASH 2014

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 25th, 2014
(6-7PM) Hors D'oeuvres with Cash Bar



Dinner 7PM -Main course:

- 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 2014 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

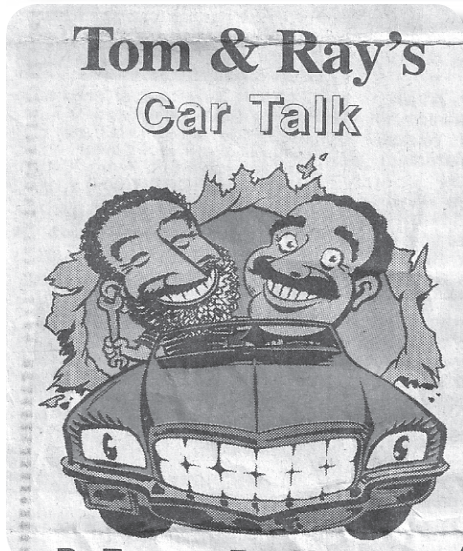


Name _____

Name _____



Special SNAKE BARF thanks to Northwest Hoosier Bureau Chief Tim "Gizmo" Mantel who alertly spotted the following parts of speech and promptly shared them with your humble and obedient scribe, thus sparing our gentle reader [s?] from any additional drivel from Kent Circle.



BY TOM AND RAY MAGLIOZZI

The Safe Way to Take a Road Trip in an Old Beater



I'M A 50-YEAR-old male. For my midlife crisis, my old college roommate and I are taking a 1960 Triumph TR3 roadster

on an 8,000-mile road trip, retracing the route of a 1987 trip we took in the same car right after college. Back in '87, the car literally disintegrated along the trip, shedding parts (generator, hood, left rear wheel, even the steering wheel) all across America. We limped home with a blown radiator, a leaking gas tank, a completely non-functioning electrical system (thank goodness it had a hand crank) and a body held together with black rubber straps. The car has been in my friend's garage for the past 25 years. We recently rolled it out, replaced tires and rubber bits, put in a new voltage regulator, drained

and refilled the fluids and repaired the radiator. Here are my questions: (1) Are we nuts? (2) What else should we do to the car, and what spares and tools would you recommend that we take with us? — Patrick

TOM: Of course you're nuts. And I wholeheartedly endorse this idea, Patrick. It sounds great to me!

RAY: Me, too.

TOM: What spares should you bring with you? Well, probably the most useful spare part would be another car. Maybe a 2004 Toyota Camry?

RAY: No, this is going to be a marvelous adventure, Patrick. Are you going to break down? Absolutely. Are you going to get stuck in places you'd rather not be, under circumstances that I will make you uncomfortable? Definitely. Might you be forced to abandon the former husk of this car at some point along the way and find another ride home? The "Magic 8 Ball says, "It's highly likely," But if you go with the right attitude — and it certainly sounds like you will — you could have enough adventures and laughs to last the rest of your lives.

TOM: So here's our practical advice: First, get the car checked out for safety. You particularly want to look at the structural integrity of the car. If the frame is mostly rust at this point rather than steel, it would provide no protection in the event of an accident. So that could be a deal-breaker.

RAY: And check to make sure the wheels aren't going to fall off and the brake lines aren't rusted.

TOM: Then take a few spare key belts and hoses with you. There are some oddball parts that were still common in 1987, when this car was only 27-year old, that are no longer easily obtainable. You'd hate to get stuck

in East Armpit for a month waiting for a cooling hose.

RAY: Second, have a parts-shipping system in place. Establish a relationship with the old Triumph parts purveyor of your choice. In fact, do better than that. Establish an account, and credit, and set the guy up with your overnight delivery number so that every time you break down and need a part, you can call him and have him overnight it to you wherever you are. That could be a trip-saver.

TOM: And finally, pick up a gross or two of flares, and install an aftermarket emergency-flasher system. Those'll both come in handy.

RAY: Once you've taken reasonable precautions, then plan a route that relies on secondary and tertiary roads. Under no circumstances should you risk your lives in this thing on highways at 65 miles per hour.

TOM: Plus, the back roads offer a lot of other advantages: There are more car repair shops and, perhaps more importantly, more motels!

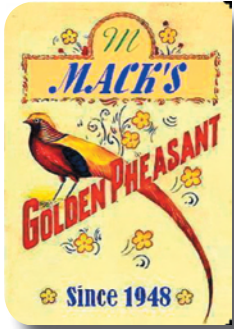
RAY: As for tools, you just can't bring enough with you to anticipate everything you'll need. So bring the basics, as well as a good supply of wire and duct tape.

TOM: The good news is that this time you'll be able to travel with a couple of key tools that weren't available to you in 1987: cell phones to call for help, and enough money to rent a Lincoln Town Car and rest your road-sore buttocks when you come out of your motel room one morning and find that this Triumph has disappeared, and all that remains in its parking space is a pile of orange rust.

RAY: Have a wonderful time, Patrick. I'm jealous!



OCTOBER 2013 MEETING NOTES
BY ISOA SECRETARY BOB STREEPY



ALARGER than usual crowd of Coventry Irregulars made their way down the stairs to the garden level of Mack's Golden Pheasant

on Sunday, October 6, to attend the monthly ISOA general meeting. President Mark "Painless" Hattenhauer began the proceedings at 7 AM sharp, a marked departure from the usual protocol. The initial order of business was a toast in memory of ISOA member Joe Honor who passed away in September.

Following the customary introduction of officers, Mark inquired as to the presence of any visitors or new members. Richard Waters of Hinsdale, who owns a 73 stag, was among the first to rise. He was followed by Burns and Diane Rafferty of Lisle, who have a Spitfire, Tom Murray from Oak Lawn, who has a 74 TR6, Kevin Chope of Batavia with a 73 TR6, and Bruce Campbell of Elmhurst who is looking for a TR6.

The first topic of discussion at the October meeting centered around updating the club website. Jack Billimack led the discussion and asked for input from the audience as to changes that members might suggest. Among other things, there was an interest in posting additional technical articles, links to parts vendors, and to other clubs. Dennis Hill graciously volunteered the efforts of his daughter who is trained in web designs to assist Tim and Karsten in maintaining and updating the site

The conversation then turned to winter storage tips and several suggestions were offered up, including filling the gas tank, pumping up

the tires to the maximum, changing oil, and starting and possibly driving [weather permitting] every few weeks. Bob Groman also said that he stuffed his tailpipe with steel wool to keep out rodents as a precaution.

From there the discussion turned to recent events and Dennis Delap began things by recapping the Kastner cup races at Elkhart. Paul Barthel spoke about the British Car Festival at Harper Community College and Denise Allgaier reviewed the Meadowdale Memories event. Kim Jensen spoke about the club participation at the Cantigny car show and John Shaw spoke about the Six Pack Trials in Traverse City, Michigan. Your humble and obedient scribe also mumbled a few things but at the Lambrecht Chevrolet car auction in Pierce Nebraska that he and Jay Holekamp attended.

From there the discussion segued to upcoming events and Kim Casper led things off by outlining the activities that he and Judy had planned for the fall color tour on October 12. Mike and Trish Konopka spoke about the Halloween party that they are hosting on the 26th, and Jack talked about upcoming clinics, including a break session in November at Jay Holekamp's and a suspension clinic at Jensen's in January. He also touched upon the New Year's Day rally emanating from Northerly Island in Chicago.

There was a brief discussion on project updates and Joe Pawlak announced that the LD 2 stag had been seal coated and that the car was now in color and he would soon begin the process of assembling the car. Dennis Hill mentioned that he had installed new rear shock absorber on his TR6 they was pleased with the service that he received from Worldwide Auto Parts in Madison, Wisconsin. Matt Krajniak said that he had disassembled a TR6 that he was planning to rebuild.

As usual, John Hall won

the raffle, however this month he recused himself from accepting any of the prizes and instead allowed a second ticket to be drawn which was held by Kep Preble

The meeting wound up with the monthly nominations for the Peter M Roberts award for humanitarian service above and beyond the call of duty to a fellow Triumph owner and the Boomer award for displaying a lack of judgment in Triumph related activities. John Shaw led things off by nominating Steve Yott for advising him on the proper course of action to repair his transmission after it failed at the Six Pack Trials. Richard Waters nominated Joe Pawlak for helping him repair the head on his Stag. Mark Hattenhauer also nominated Steve Yott for repairing his turn signal, and Tony Salem nominated the Jensen's for providing him with some carburetor parts for his Spitfire. In a landslide, Steve Yott became the recipient of the coveted Peter M Roberts cup and more importantly, a chit for free drink

There was only one Boomer nomination in October which went to Dennis "Flicker" Hill by way of Jack Billimack. It seems that when he removed transmission from his TR6 a few months ago, Flicker opted not to replace the throwout bearing or the clutch, believing that they were functioning properly. Now it look as if the clutch has failed, and so Dennis will have the opportunity to see if he can read retrace the steps for removing trans and installing it.

There being no new were unfinished business, Mark adjourned

the proceedings at 8:50 PM. With apologies for any errors and omissions, your humble and obedient scribe



Suds



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.*

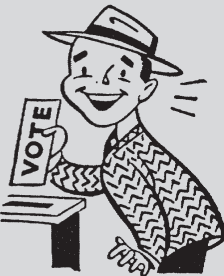
• **For Sale:** Original Triumph TR3 Instruction Book 1957 Best offer 847-256-3194 or adlalger@gmail.com 10/13 [not an ISOA member]



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



- | | |
|-------------------------|---------------------------|
| Rick Lapinski 11/02 | Sheila Mantel 11/13 |
| Don Sheldon 11/03 | Rick Crider 11/14 |
| Katherine Stevens 11/04 | Shirley Stauffacher 11/16 |
| Mark Stevens 11/05 | Pat Morgan 11/17 |
| Patrick Lobdell 11/06 | Lorrie-Ann Fisher 11/18 |
| Al Christopher 11/06 | Jack Billimack 11/18 |
| Joe Chandler 11/07 | Nick Polykandriotis 11/27 |
| Gary Michalek 11/09 | Jon Ehrenstrom 11/27 |
| Mark Costello 11/11 | Kim Casper 11/29 |
| Kim Jensen 11/13 | |

REMINDER -



We will accept nominations for the 2014 ISOA Board at the Nov. meeting. If you or someone you know would like to run for a Board position, please plan to attend the next meeting. Elections will be held at the Dec. Meeting.

Congratulations to Dan and Kathy Swanson on the August 13 birth of daughter Jane Marie. She joins big sister Kadee and brother Daniel.

SNIC BRAAAPP and Daughters Megan and Mallory would like to wish Steve Yott a happy retirement after more than 30 years at FedEx effective Nov. 30.

Snic Preview

COMING IN YOUR DEC. SNIC BRAAAPP®
Available at a sleazier newsstands Nov.25.

- VTR Convention
- Yuletide prose & Poetry
- Sir Bentley's Holiday Gift Guide

Lots more Stuff -maybe

NEW MEMBERS

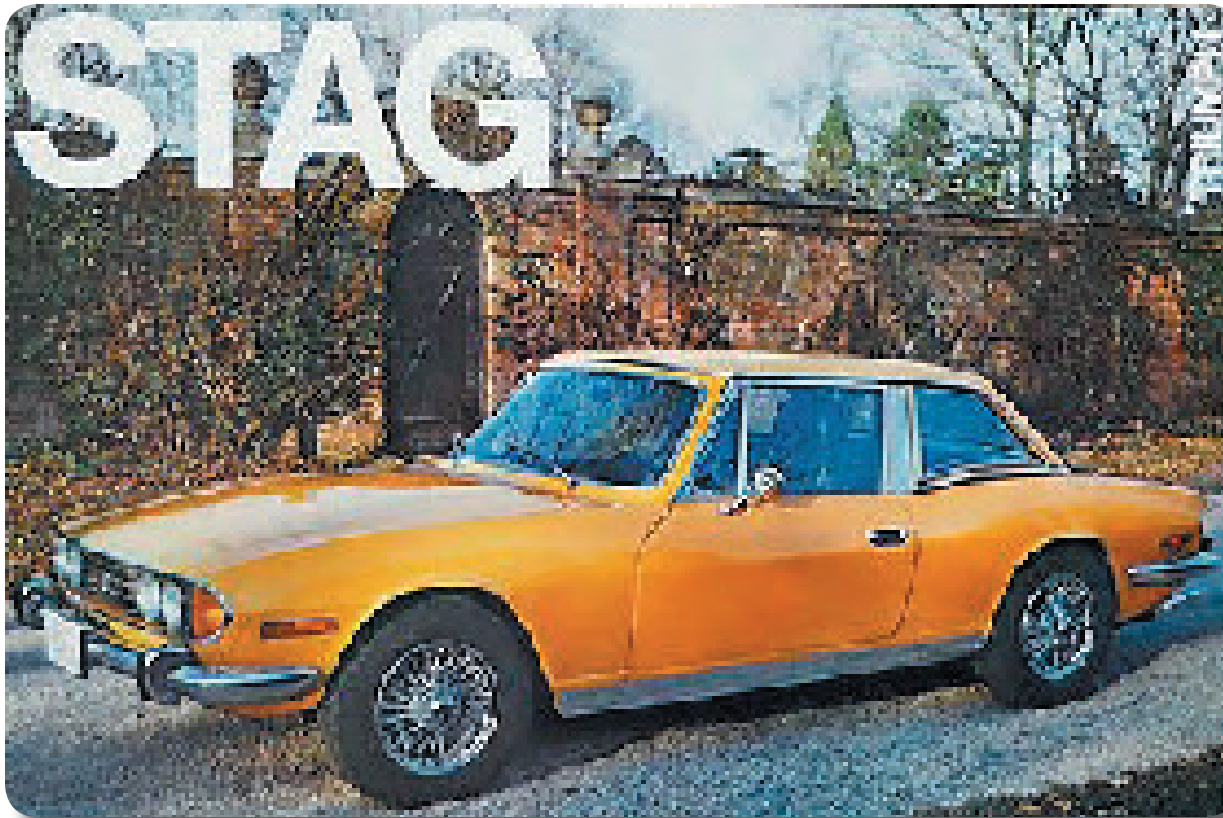
Kevin Chope
704 Pine St., Batavia, IL 60510-3236
630 488-7115 - EMail: krchope@comcast.net
72 TR6

Tom Murray
10128 Cook Ave., Oak Lawn, IL 60453-3834
708 269-0282 - EMail: mbrosmf@msn.com
74 TR6

MEMBERSHIP COUNTS
161 memberships - 222 members

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



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



NOVEMBER 2013

*"MR. BILL" JENSEN AT THE WHEEL WITH KIM "LOWER WACKER" NAVIGATING
1976 SPITFIRE 1500 AT ROAD AMERICA, SEPT 2013*

ROMAN HRYNEWYCZ PHOTO