



Snic Braaapp

DECEMBER 2013

Vol. XII Issue No. 498

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

HALLOWEEN SPOOKTACULAR

TEXT BY BOB "SUDS" STREEPY - GRAPHICS BY THE AUTHOR AND TERRY UNDERHILL



Things got underway around 7 PM, and the partygoers were welcomed by the hosts who presented them with people's choice ballots for best costume, along with a list of movie lines from famous horror films. The guests then mingled until they found others with the like numbered lists to attempt to identify the movie quotes. In addition to the mingling and socializing, hostess Trish provided a bountiful spread



continued on page 2

DR. AND MRS. SPOCK WELCOMED SOME 40 COVENTRY Irregulars, including Ralph and Alice Kramden, Dr. Who, Mary Poppins, the Great Pumpkins, President Obama, Janis Joplin, Holly Golightly, Wayne and Garth, the Duck Commander, and various and sundry other pop culture icons of the 60s and 70s to Casa Konopka in Mount Prospect on Saturday evening, October 26. The masquerade ball known as the ISOA Spooktacular hosted by Mike and Trish Konopka will go down as one of the highlights of the club social calendar for the year 2013.

INSIDE YOUR DECEMBER SNIC BRAAAPP

- *VTR Convention*
- *Sir Bentley's Holiday Gift Guide*
- *Yuletide Poetry*
- *Brake Clinic*
- *Rusty Galore Races at Road America*
- *Lots More Stuff*

RECENT EVENTS OF IN "TR" EST



continued from preceding page 1

of hors d'oeuvres and snacks along with an ample supply of beverages to stimulate the social interaction.

After about an hour of mingling, Trish called the group into the music chamber and provided the answers to the questionnaire. She presented prizes to the groups with the highest percentage of correct answers and then announced

the winners of the best costume contest. The awards went to Ken and Arlene Kendzie [Dr. Who and Mary Poppins] and to Jack and Mary Lou Gleason who came dressed as the Honeymooners.

The audience was then treated to a short set list of Halloween rock songs performed by members of the Spinal Tappets, featuring host Mike Konopka [guitar], Jim Aldridge [guitar], and Peter Conover [bass]. Mike Blonder handled the sound board and operated the drum machine in the absence of percussionist Dan Swanson. The appropriately titled songs included *Spooky, Witchy Woman*, and parodies of *Monster Mash, Ghost Riders in the Sky*, and *Sympathy for the Devil*, penned by your humble and obedient scribe and Jim Aldridge specifically for the

party. As is always the case whenever the Tappets perform, the audience sat in awe of the musical talents of each member of the band. To enhance the experience, the guests were provided with various maracas, tambourines, and cowbells to join in on the last song, much to their delight.

At the conclusion of the last song, Trish invited everyone to eat, drink, and be merry for the remainder of the evening, and folks chatted and nibbled the night away.

Once again, our collective thanks go to Mike and Trish and to the members of the band for providing all of us with an enjoyable and entertaining evening.

Suds



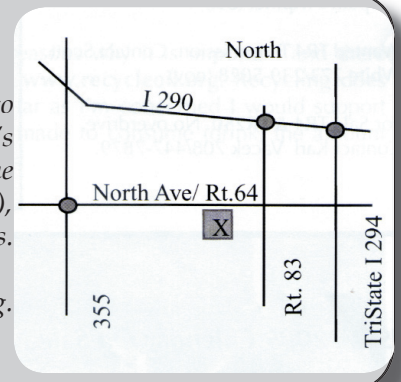


ISOA EVENTS CALENDAR

ILLINOIS SPORTS OWNERS ASSOCIATION

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

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



ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
Dec.	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 Ralley, 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] - <i>Not the First Sunday</i>
	22	Sat.	8:00 AM	Hub Clinic - Yott's 412 Carla Ct., Silver Lake, WI
Mar.	2	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	TBA	Sat.	8:00 AM	Carb Clinic
	30	Sun.	8:00 AM	British Car Swap Meet, Du Page County Fairgrounds - <i>Note new date</i>
Apr.	6	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	26	Sat.	8:00 AM	Distributor Clinic - Pawlak's 14N640 Engel Rd., Hampshire
	TBA	Sat.	PM	Chili & More
	31	Tues.	3:30 AM	48th Annual House on the Rock Tour
May	3	Sat.	8:00 AM	Tune-Up Clinic - Fisher's Shop, 1114 Rail Dr., Woostock, IL

SNIC Braaapp® is the monthly newsletter of the Illinois Sports Owners Association, an organization dedicated to the preservation and enjoyment of Triumph sportscars. 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

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A LITTLE BS FROM BS



NEWS AND VIEWS FROM THE
BUSTED KNUCKLE GARAGE

BY *SNIC BRAAAPP* EDITOR BOB STREEPY

FOR ANY OF YOU KEEPING TRACK, [although we know of no earthly reason for anyone to do so] this makes the commencement of year ten [of a five-year program] that your humble and obedient scribe has served as steward of this fish wrap known and loved [reviled?] throughout Triumphdom as *SNIC BRAAAPP*. In the past 120 issues of this birdcage liner, we have distributed nearly 2400 pages of mostly drek, sprinkled sporadically with a modicum of useful or amusing information, and on rare occasions, a bit of both. We have yet to compile an issue free of typos and grievous errors, so at least until we get it right, we plan to keep at it for a while, although if anyone would like to serve as an intern/editor-in-training, we'd be happy to provide some mentoring. No experience necessary. [*SNIC BRAAAPP* is an equal opportunity employer.]

While the preponderance of Midwestern Triumphistae detest December, January and February, since these months tend to deprive us of one of our most enjoyable activities [i.e. driving our Triumphs], we here at Snake Barf Towers actually look forward to the winter hibernation interlude. It is during the cold weather doldrums that we actually block most of the upcoming year's issues of the newsletter. You might be surprised at just how much it lessens the chill of Old Man Winter to hold a space for some text about a car show in August or to drag and drop some summer clip art or graphic into the July issue. Perhaps it's a vestigial practice from making lesson plans for thirty-five years that causes us to plan the newsletter too far in advance, since inevitably, there are last minute changes that make the effort a waste of time. Still, I find it a pleasant way to while away an idle winter hour or two as I to look into the future and anticipate the warm [even hot] days coming and cruising topless on some nice secondary roads on the way to an ISOA event in the company of a platoon of Coventry Irregulars. That [and a flagon or two of inspirational beverages] makes being cooped up inside for the better part of three months a tiny bit more tolerable.] At any rate, as we begin 2014 as editurd of this august publication, we ask for your continued contributions in the form of text, graphics and/or moral support.

Our goal here at Snic Braaapp Towers continues to be, "Get it out in time so that the members will remember that there will be a meeting this Sunday," and to that end, we would simply quote *SNIC BRAAAPP* editor emeritus Irv "Elwood" Korey and repeat: "There's a meeting this Sunday. Wear your name tag."

Actually, the December meeting is one of the more important get-togethers of the year because we will hold elections for the Board of Directors for the year 2014. We would encourage any member who would like to volunteer to assist in planning ISOA events and activities to seek a position on the board next year. Even if you do not want to be an "official" board member, remember that all ISOA members are welcome, in fact encouraged, to attend board meetings. At any rate, we will elect a new board at the December meeting. In all likelihood, these people, whoever they may be, will work on your behalf to continue to make ISOA the envy of Triumph clubs, or any kind of car club for that matter, for the next twelve months.

Happy Holidays to you and yours,

Suds

PS - There's a meeting this Sunday
- Remember to wear your name tag.





MARK ON THE MARQUE



BY ISOA PRESIDENT
MARK "PAINLESS" HATTENHAUER

AND NOW FOR SOMETHING COM-
PLETELY DIFFERENT...

WITH THE HOLIDAYS UPON US, wishing all of ISOA, from my mouth to your house ... a Merry Christmas, Happy Kwanza...or what ever other politically correct or incorrect holiday floats your sleigh. And now for something completely different...sing it loud and proud.

The Twelve Days of Christmas

On the first day of Christmas,
my true love gave to me
a TRiumph with a spare key.

On the second day of Christmas,
my true love gave to me
Two Lucas lamps,
And a TRiumph with a spare key.

On the third day of Christmas,
my true love gave to me
Triple Stromberg carbs,
Two Lucas lamps,
And a TRiumph with a spare key.

On the fourth day of Christmas,
my true love gave to me
Four red line tires,

Triple Stromberg carbs,
Two Lucas lamps,
And a TRiumph with a spare key.

On the fifth day of Christmas,
my true love gave to me
Five piston rings,
Four redline tires,
Triple Stromberg carbs,
Two Lucas lamps,
And a TRiumph with a spare key.

On the sixth day of Christmas,
my true love gave to me
A TR6 with oil a-leaking ,
Five piston rings,
Four redline tires,
Triple Stromberg carbs,
Two Lucas lamps,
And a TRiumph with a spare key.

On the seventh day of Christmas,
my true love gave to me
A TR7 that wasn't a-running
A TR6 with oil a-leaking ,
Five piston rings,
Four redline tires,
Triple Stromberg carbs,
Two Lucas lamps,
And a TRiumph with a spare key.

On the eighth day of Christmas,
my true love gave to me
A TR8 that was a-rusting,
A TR7 that wasn't a-running,
A TR6 with oil a-leaking ,
Five piston rings,
Four red line tires,
Triple Stromberg carbs,
Two Lucas lamps,
And a TRiumph with a spare key.

On the ninth day of Christmas,
my true love gave to me
Nine engines smoking,
A TR8 that was a-rusting,
A TR7 that wasn't a-running,
A TR6 With oil a-leaking,
Five piston rings,
Four redline tires,

Triple Stromberg carbs,
Two Lucas lamps,
And a TRiumph with a spare key.

On the tenth day of Christmas,
my true love gave to me
Ten nonprofessional mechanics wrenching,
Nine engines smoking,
A TR8 that was a-rusting,
A TR7 that wasn't a-running,
A TR6 With oil a-leaking,
Five golden rings,
Four redline tires,
Triple Stromberg carbs,
Two Lucas lamps,
And a TRiumph with a spare key.

On the eleventh day of Christmas,
my true love gave to me
Eleven goes to eleven shifters shifting,
Ten nonprofessional mechanics wrenching,
Nine engines smoking,
A TR8 that was a-rusting,
A TR7 that wasn't a-running,
A TR6 with oil a-leaking,
Five piston rings,
Four redline tires,
Triple Stromberg carbs,
Two Lucas lamps,
And a TRiumph with a spare key.

On the twelfth day of Christmas,
my true love gave to me
Twelve lug nuts loosening,
Eleven goes to eleven shifters shifting,
Ten nonprofessional mechanics wrenching,
Nine engines smoking,
A TR8 that was a-rusting,
A TR7 that wasn't a-running,
A TR6 with oil a-leaking,
Five piston rings,
Four redline tires,
Triple Stromberg carbs,
Two Lucas lamps,
And a TRiumph with a spare key!

ISOA Membership: Being a member of ISOA is easy! Owning a Triumph is optional; you can drive whatever you want. All you need to do is pay your annual dues of \$35.00. (If you are a new member, add \$10 one time signup fee, includes name badge and member kit) Your dues help cover the shipping and costs of the newsletter. Talk to a club member and join today! Be an ISOA'er.

Send check to: Tim Buja, 1173 Butler Road, Rockford, IL 61108-4702



VTR/TRIUMPHEST 2013

TEXT & GRAPHICS BY IRV KOREY



THE 2013 VTR National Convention was hosted by The Triumph Travelers Sports Car Club and was headquartered in San Rafael, CA. VTR was combined with Tri-

umphest, an annual gathering of all things TRiumph that started as a western US response to the VTR Convention, which had never been held out their way. This year was the 2nd time that VTR and Triumphest were combined into one big event, and big it was. In addition to the convention itself, I was looking forward to seeing former ISOA member Rich Gibbon, who was a co-chair of the event.



As a club plans to host a VTR National Convention, the planning committee works hard to find a suitable venue and then hopes for great weather. And that's what we had this year. The weather couldn't have been more Triumph friendly, and the rolling hills north of San Francisco (San Rafael is about 20-25 miles from San Francisco) were perfect for top down Triumph driving (or riding in my case). I didn't have enough time available to drive there and back, so Vickie and I did a fly in. She has a sister living in the area, so the plan was to do a family visit, go to the convention, and then one last night with her sister and family before heading back to reality.

We arrived at the host hotel mid afternoon Wednesday, October 2nd, and there were already over 100 cars in the lot. Registration was the only scheduled event for that day, which left a lot of time for cruising the lot, one of my favorite

activities. I always enjoy this as the cars and people vary from year to year depending on the location. As it turned out, I knew quite a few people who were there. Friends on hand included Mike Bilyk from Michigan, and once again, Sue and Dave Bayliss flew over from their home outside London, UK.



Thursday had a very full schedule. The autocross, funkhana, and LeMans start competition all took place at nearby Sonoma Raceway (Sears Point to the oldtimers). All of those took place in various parking lot and paddock spaces around the racing surface. As if that wasn't enough entertainment, a local club was having a track event at the same time, and we were treated to a bevy of Ferraris running at speed on the track. Many attendees spent time at the track and then went to visit nearby Sonoma or Napa. We did that as well, and then went to a winery owned by the family that invented the Jacuzzi.



When we got back to the host hotel, we saw that many more cars had arrived during the day.

Friday was another busy day. The VTR Concours was staged at the Marin Yacht club. It was a beautiful location for a car show. As the car show wrapped up, the TSD rally set off from the yacht club. I navigated for a friend of mine in his TR6 and really enjoyed it. Even as a passenger, the rally roads were awesome. Friday evening was the VTR meeting followed by the hospital-

ity party. In addition to hospitality, the awards for the autocross, funkhana, and LeMans start were distributed.

Saturday morning was the Funcours. This is a Triumphest event, meant to showcase the cars but not judge them as in a traditional Concours. From the event booklet - "The purpose of the Funcours is to have fun and enjoy the splendor of all of our Triumphs. Note that your car is judged to a standard, NOT against other cars". There are points awarded for displays in front of the cars, and some of these were quite interesting and clever. By the time the Funcours began, the lot was jammed with over 270 Triumphs. At the end of the Funcours, the VTR Concours awards were presented. At that point, our VTR convention was over, and Vickie and I headed over to Sausalito to meet up with our niece.



VTR/Triumphest was extremely well attended. Overall car count was somewhere around 270. There were more TR6's there than at the 6-Trials. I counted over 70. The weather couldn't have been more perfect, and the roads were great. The organizers did a great job of hosting driving events, tech sessions, two car shows, as well as scenic tours for people who wanted to drive but weren't interested in competition. Next year the VTR Convention will be in Dobson, North Carolina, September 9-14. Our hosts from the Triumph Club of the Carolinas have planned an excellent event. I hope some of you will join me there.



Elwood



MY WEEKEND WITH
RUSTY GALORE



BY ADAM "MAVERICK" SHEDOR
(FORMERLY KNOWN AS "SON OF SNAKE")



THE OCTOBER 2013 CHUMPCAR race at Road America wrapped up a successful racing season with Rusty Galore. It was my inaugural race weekend as an official member of the Rusty Race Team. It was also the first race with Kurt Krutch's urban assault vehicle, his 1981 Airstream which was affectionately nicknamed the "EM50" and used as our command center. My new nickname also came about this weekend as a result of my aviator sunglasses.



The team thought it would be instrumental for me to

complete the touring laps on Friday and gain some exposure to the track before race day. So Friday night I completed the touring laps with the Race for Babies Charity. I drove my dad's 2004 Subaru WRX STI with my dad riding shotgun and acting as navigator: "slow Slow SLOW... brake, brake, Brake, BRAKE!"

The drivers for the weekend included Karsten Kell, Roger Biggs, Kurt Krutch, David Shedor and myself. Mark Fisher also came out Saturday to help in the pits and act as capcom from the EM50. On day

one of the race I went out on the fifth stint and raced for about 1:20. I managed to spin the car and go off track twice while I was out. However, the car did not receive any damage, and I was able to recover and pass a couple of cars and gain two spots in the race standings.

After Snake took the checkers for day one, and we were packing up for the day, corner worker and former Rusty owner Ernie Hussman came up to the team and asked, "Who was driving at 3:19?" Everyone pointed at me (that was my second or third lap). Ernie proceeded to offer advice on areas where I could improve. Afterwards, I drove my dad's STI back to the house with Kurt navigating, and I proceeded to hit a deer (Ernie's fault for keeping us at the track late). We were fine, and the car suffered minor hood damage but was totally drivable.

Sunday morning we awoke to heavy fog in Elkhart Lake. After successful racing stints by everyone else, it was again time for my stint, this time the final stint for the day. During my stint, we received the heaviest rainfall of the weekend. Rusty performed beautifully and was able to maintain traction in the rain much better than some of the other cars (including some of the BMW's!), I was able to complete six or seven passes during my stint, mostly on the straight-aways and one in the carousel. But even though the fog had cleared, I succumbed to the red mist in the final laps and spun and made contact with the tire wall. The car and I were fine, and I was able to complete the remainder of the race, maintain our standings, and take Rusty home for the checkers.

All in all, it was a very successful weekend for Team James Bondo. Rusty held up great, and we were able to finish the race 32nd out of 96 cars, a team best.

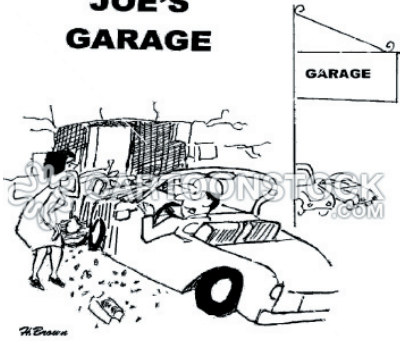


ISOA Technical ExSurts

- 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 Jeff "Stalker" Rust
(Early) 815/874-5623
- TR6 Irv "Elwood" Korey
(Late) 847/831 2809
- TR7 Phil "Factor" Fox
630/662-7721
- TR8 Tim "Tool Man" Buja
815/332-3119
- Spitfire - Joe "Stagmeister" Pawlak
[Early] 847/683-4184
- Spitfire - Rick Paulson
[Late] 847/669-1030
- GT6 Dave "Snake" Shedor
847 566 0478.
- Stag Joe "Stagmeister" Pawlak
847/683-4184
- Herald Jack "Spuds" Billmack
815/459-4721
- Machinist Bob "Opera Man" Crowley
630/319-7343
- Electrical, Joe "Stagmeister" Pawlak
Paint, Body, 847/683-4184
- DMV Ombudsman Mike Johnson
scooter5559@comcast.net

BRAKE CLINIC

JOE'S GARAGE



YOU ARE RIGHT, LADY. YOUR BRAKES ARE BAD.*

TEXT & GRAPHICS BY
BOB "SUDS" STREEPY

ONE OF THE TELLTALE SIGNS OF the "hibernation phase" for Heartland Triumphs is the onset of clinic season. For the uninitiated, this is the time of year where once every month or so, the Coventry Irregulars congregate in the garage of a member and learn from one of the club techspurts about the intricacies and idiosyncrasies of the various archaic mechanical systems utilized on our beloved Triumphs - most of which are now several decades past their design life.



One such tech session took place on Saturday, November 9, at stately Holekamp manor in Wheaton and was facilitated by Joe "Stagmeister" Pawlak, official ISOA tech weenie - his term, not mine. The subject matter for this particular seminar [either the first of the season or the last of the year - take your choice] was braking systems common to Triumphs. As is always the case when Joe presents at a club function, his preparation included

visual aids, sundry mechanical components, and numerous illustrations to clarify any of the topics up for discussion. [It should also be noted that Joe had taken a "red eye" from DC in order to be present at this event and was operating in a condition of "sleep deprivation" although it was not perceptible - quite likely due to the strength of the coffee provided by the host.]

Prior to the classroom portion of the clinic, Jay provided the group with caffeinated beverages and pastry, and the first several minutes were devoted exclusively to general Triumph BS. The 25 or so Coventry Irregulars in attendance were then seated, and Joe began his discussion with a broad overview



of the mechanical and hydraulic workings of Triumph braking. Like any good teacher, Joe worked from general to specific and succeeded in making some fairly complex technical material easy to comprehend, even to the English majors in attendance. He infused his own special brand of humor in such a way that the audience was entertained as well as informed throughout the morning session. He also allowed the participants to ask questions, and he made sure that all of his points were thoroughly explained before moving on to the next item on his agenda.

Around midday, Jay provided the group with sustenance in the form of pizza and cold beverages, and the absolute lack of any leftovers would certainly seem to indicate that the meal was well received by the group.

After lunch, Joe concluded his presentation and wrapped things up by early afternoon.



The participants were unanimous in their praise for the event, and the club email forum was chock full of praise for both Joe and Jay for orchestrating the clinic. First-timers were amazed at the thoroughness and professionalism of Joe's presentation of the subject matter, and also they came away very impressed with the organization, cleanliness, and meticulousness of Jay's garage.

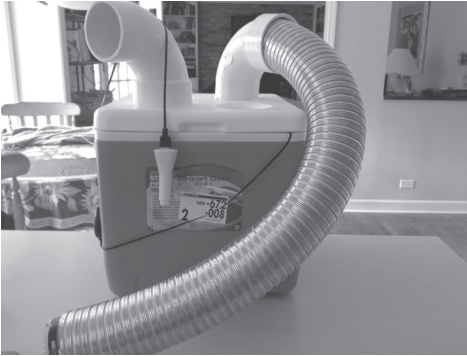
Some of us who have been in the club for a while and have attended clinics over the years may have come to take such things for granted, but we need to remind ourselves how fortunate we are to have members who are willing to open up their homes for these events, as well as people like Joe, who not only process the know-how of the various systems, but the willingness to share their knowledge with others. It never hurts to remind ourselves that our club is indeed privileged to have such people as members.



Suds



Once again, we have scoured the globe to bring you the very latest in technological breakthroughs that will enable you to enjoy your Triumph in modern-day comfort. Now, just in time for the holiday gift giving season, we are pleased to announce the development of a new product that will solve the age-old problem of excessive cabin heat, especially as it pertains to the "man zone." Our sincerest thanks to Mr. Dave "Rumpus" Kanzler for bringing this innovative and long overdue product to market. BH



RUMPUS-O-MATIC 3000
By DAVE "RUMPUS" KANZLER

The main components you will need (see picture) are: one USB-12 volt adapter, one USB-Powered computer fan, one hole saw, two 90 degree PVC pipes, one hose, and one Igloo-style cooler. Not shown is a bag of ice, and the adhesive of your choice, but I recommend GOOP or silicone sealant. Now, before we get into the construction notes, we must pause for a very important medical note. The PVC pipe and hose shown are 3" inches, and the cooler is 25 quart due to the unique anatomical requirements of the author. It is very important to appropriately size the cooler and PVC/hose to the extent that

•Step Three: mount the fan with screws underneath your exhaust hole taking care that the fan when powered will blow out the exhaust pipe. •Step Four: glue the PVC exhaust and intake pipes above the relevant holes, and CLEARLY MARK each pipe as either exhaust or intake. •Step Five: you can just run the fan power cable underneath the lid (or be like Steve Yott and drill a hole, get a rubber grommet which you run the cable through and "do it right"). •Step Six: Insert the hose into the exhaust pipe and either glue it into the PVC pipe, or use some duct tape to secure it so it doesn't leak. •Step Seven: fill the cooler with ice. At this stage, you should have a unit that looks like the one pictured. •Step Eight: Unzip your fly and insert the exhaust hose into your pants. •Step Nine: plug the fan into your USB 12 volt adapter which you then insert into your cigarette lighter/power adapter and enjoy! See picture.



"nature gifted you." The average man can probably make do with a 12 quart cooler, 2" PVC pipes and 2" hose. Now, you may be tempted to oversize the unit to impress the car show groupies, but too much cooling for too little, well, you get the point, could result in frost bite. Here is a simple guide. If a Vietnamese hooker never said to you, "Too beaucoup, too beaucoup," go with the 2" or even 1.5" PVC.

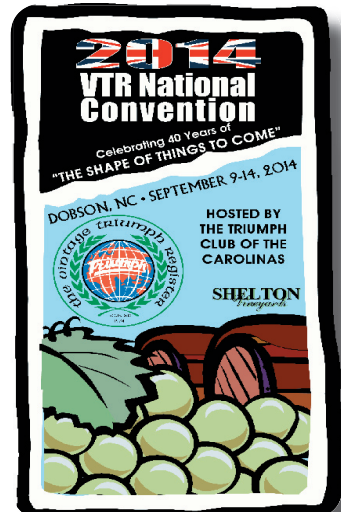
•Step One: place the cooler in the passenger seat, and then play around with the location and rotation of the PVC pipes (one intake and one exhaust) and the hose so as not to interfere with your ability to work the stick shift. Once you have that figured out, mark the cooler and PVC pipes with a Sharpie marker to note the location and angle of attack needed. •Step Two: drill the appropriate sized holes with the hole saw underneath where the PVC pipes will be mounted.



Legal Notice: The author grants the reader a limited license to build and use the product as instructed. Hooking the exhaust hose to the Intake pipe either accidentally or on purpose is a non-authorized use of the license, and neither the author nor this publication can be held responsible for any unintended consequences of said use, including but not limited to injury, accident, arrest, or divorce.

SEVERAL YEARS AGO (AUGUST, 2009 to be exact) I wrote an article about swapping cars with world-famous hand surgeon, Dr. Ken Schiffman, for the day. I let him use my 1974 TR6, and he let me drive his 2009 Porsche Boxster S. One of the great things about his car was that it had air-conditioned seats, and as I noted in the article, "You can drop trou and really cool down the boys," on a hot summer day. Now, the thought of me driving down the road "sans trou" may, at first blush, cause you to regard me with suspicion. I get that, but there is a wealth of published medical literature on the benefits of "keeping the boys cool." In fact, the reason the boys reside (for the most part) outside the torso is an engineering specification of Mother Nature in order to keep them cooler than 98.6 degrees in order to enhance fertility.

Accordingly, every time I drive my TR6 in hot weather, I can't help but think of the damage I am doing "down south." Inspired by the ISOA's "can do" spirit, I decided to do something about it, so I invented the Rumpus-O-Matic 3000 to keep you cool and comfortable down below. I could have been like Steve Jobs and patented this device and become rich beyond all measure, but in the spirit of Jonas Salk, I have decided to make my design free of charge to the benefit of humanity.



The following members were nominated for the 2014 ISOA Board at the November general meeting. Write in nominees will also be permitted at the December elections.

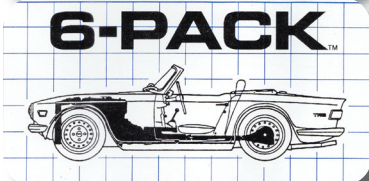
- Jack Billimack
- Tim Buja
- Mark Hattenhauer
- Jay Holekamp
- Roman Hrynewycz
- Bill Jensen
- Kim Jensen
- Irv Korey
- Matt Krajniak
- Chuck Montague
- Rick Paulsen
- Bob Streepy



Coventry Irregular Go-Kart Challenge IV
Melrose Park Indoor Go Kart Grand Prix
 2225 West North Ave., Melrose Park,
 4:30 PM, Sunday, Dec. 2nd.

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

2014 VTR Convention
 Sept 9-13, 2014,
 Shelton Vineyards Dobson,



2014 TRials Oct. 9-12,
 Oxford, MS



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



BILL REUTSCHE 1942-2013

Snic Braaapp is exceedingly sad to announce the passing of long-time ISOA member Bill Reutsche who died November 12. In 1985, Bill was the first Coventry Irregular that your humble and obedient scribe met at our initial club meeting, and he immediately made us feel as if we were lifelong friends. He is survived by Bette and children Laura, Bill Jr., Jeff, Stacia, and Alicia. Donations in his memory may be made to Alcoholics Anonymous or Morton Arboretum. Services have been held.



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. *Payment will also be possible on-line using PayPal this year!*] 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



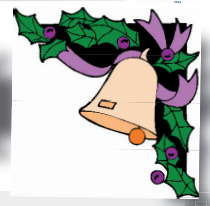
Name _____

Name _____



The Week Before Christmas

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

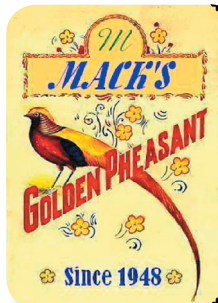




NOVEMBER MEETING NOTES

BY ISOA SECRETARY

BOB "SUDS" STREEPY



CLUB PRESIDENT Mark "Painless" Hattenhauer called the November ISOA general meeting to order at 7:05 PM in the cellar of Mack's Golden Pheasant on Sunday, November

3. After the obligatory introduction of board members, Mark inquired as to the presence of any first timers and acknowledged Dave Robbins of Evanston who was in attendance for the first time. Dave owns a supercharged 1973 TR6, drawing some oohs and ahs from the traditionally aspirated TR6 owners in the audience. Although Bill Jensen was not in attendance, Tim Buja brought a of quantity of discontinued Triumph hats, which he made available to the membership gratis, thus saving many of us from having to do any Christmas shopping for our significant others.

The first item of business on the meeting agenda was a review of project updates, and Jerry Kokosinski of Hoffman Estates spoke about commencing restoration of his one-owner 73 TR6, which is scheduled to get underway at the Silver Lake Triumph Center. John Kolton stated that the body shell and body panels of his TR 4A had emerged from the dipping tanks, and the car was now in for paint and body work. Joe Byers mentioned that he had acquired some additional Triumph inventory, and he hopes to restore these cars. Dennis Hill said that he had removed the transmission from his TR6 and that he was in the process of accumulating some parts based on advice from Frank Cartwright.

Mark then reminded members that November is the traditional time for nominations for the following year's board of directors and accepted nominations from the audience. The election will be held in December. The nominees were: Mark Hattenhauer, Jack Billimack, Kim Jensen, Tim Buja, Irv Korey, Jay Holekamp, Roman Hrynewycz, Bill Jensen, Chuck Montague, Matt Krajniak, Bob Streepy, and Rick Paulson. Additional nominees will be accepted at the December meeting.

The topic of conversation then turned to past events, and Irv Korey spoke about the recently concluded VTR convention in California [see p.6]. Among other things he recounted was that there were some 285 cars entered and that the event went well. Several people spoke about the fall tour, a.k.a. Casperfest, and Joe Pawlak described the Halloween party hosted by the Konopka's in October. Thanos Kourliouros discussed the Brighton Run, which had been held that day and included some 80 classic cars. Thanos, who is extremely well-versed in food preparation, spoke glowingly of the turkey dinner that was held at the endpoint restaurant

Jack Billimack then took the microphone to discuss the events that are planned for the near as well as distant future. Among other things, he spoke of the brake clinic scheduled to take place at Jay Holekamp's on November 16. He also spoke about the go kart racing scheduled prior to the December monthly meeting. Jack also mentioned the New Year's Day Rally which departs from Northerly Island on around 11 o'clock on January 1 and encouraged people to participate. He also spoke of the upcoming suspension clinic in January to be hosted by Bill and Kim Jensen and about the big bash taking place at Moretti's in Bartlett on January 25. There is also a hub clinic scheduled in February, which will be hosted by Steve Yott in Silver Lake. Jack reminded

everyone that the swap meet, which for years has taken place in February, has been moved to March but that the location will remain at the DuPage County Fairgrounds. He also indicated that plans are underway for a carb clinic and a tune up clinic for later in the spring and that in all likelihood, the traditional chili party will take place sometime in March.

Mark then asked if anyone was looking for parts, and Dennis Delap indicated that he was in need of a carpet kit for a TR 4A. Joe Felix indicated that there was one remaining storage space available in Plainfield. The monthly raffle was won by your humble and obedient scribe, who is now the proud owner of a fresh can of WD-40 along with a really nice set of drill bits.

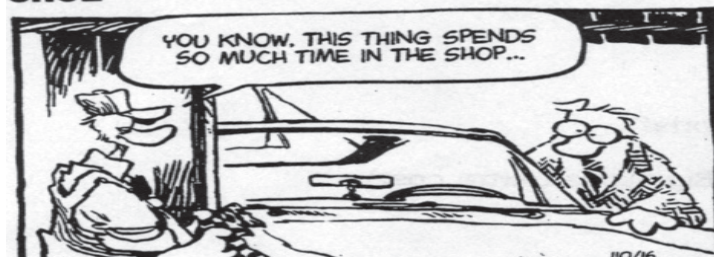
The last item on the agenda was the monthly awards ceremony for those who have done noteworthy things related to Triumphs within the last 30 days or so. The Peter M. Roberts nominees included Rick Miller - for driving Mark Fisher from Road America to Crystal Lake to attend to some urgent business at home. Frank Cartwright was nominated by Dennis Hill for helping him work on his transmission, and Joe Pawlak nominated Larry Brown for taking his TR6 out for the first time in several years. The award went to Rick Miller. Sadly, there were no Boomer nominations for the month, so the coveted bent wheel was placed in the official ISOA vault to remain under armed guard until a worthy recipient can be determined.

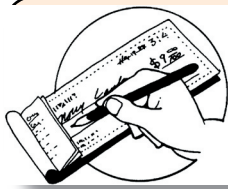
There being no new or unfinished business, President Painless adjourned the proceedings at about 8:30.

With apologies for any errors or omissions, your humble and obedient scribe

Suds

SHOE





ISOA annual membership dues for 2014 need to be paid by March 1st, 2014. If you have joined the club since Sept 1st, 2013, you are automatically paid through the year 2014. Dues are \$35.00 and should be made payable to "Illinois Sports Owners Association." Bring your payment to the next meeting or mail to: Kim Jensen, 903 Lilalac Lane, Joliet, IL.. 60435. If you are unsure of your current status, contact membership chair Tim Buja.

Ed Note: Since nobody in ISOA seems to have anything for sale this month, we are running this brutally honest actual ad that appeared on Craig's List.

•**For Sale:** 1968 Triumph Spitfire, 2500 miles on odometer, but its a rebuilt so who knows? 4 cylinder, standard transmission 4 speed on the floor. Bright red. Convertible. New cover. Crank windows. Old school vehicle. \$3500

Here's the deal kids: This is a Triumph Spitfire. This is not a luxury sportscar, or a maintenance-free disposable import. It is a solid little car, low to the ground, with character. It's an older Triumph. It rides like an older Triumph. It drives like an older Triumph. All of these are GOOD things. It is not new, it is not pristine-it is used. This will be apparent in the pictures. If you do not own a toolbox, have never changed your own oil, and are scared of tinkering: THIS VEHICLE IS NOT FOR YOU. If you have been posting on facebook all about how excited you are for pumpkin latte season: THIS VEHICLE IS NOT FOR YOU. If you get offended easy and often, whine to your co-workers, and bitch a lot: THIS VEHICLE IS NOT FOR YOU. If you feel you are owed anything in the world & have a baloney job where you fail to produce: THIS VEHICLE IS NOT FOR YOU. If, however, you have SERIOUS GUTS and consider zipping around in all weather as an excuse to do have fun: THIS IS YOUR TRIUMPH. Do you laugh at danger and tempt fate? Have you ever uttered the words, "Hold my beer and watch this ..."? Have any of your friends quit hanging out because you were too much fun? Do you have the number of a friends with cash who love to act crazy? When you pass an abandoned flatbed farm truck along a fenceline do you consider taking on another project? Is your ol' lady really sick of the random piles of parts, greasy footprints, and empty beer bottles in the garage? Could you not care less? Do you have Jalopnik saved on your laptop and smartphone? Do you own a service manual for every vehicle you ever owned? Do you still miss your first ride? Can you carry on a two hour conversation discussing tools, scars, and hi-lift jacks? Remember when tool companies had the balls to put half-naked beauty queens on their calendars? Do you consider the Prius an abominable affront to the Gods of displacement, torque, and Allmighty Internal Combustion? If you answered in the affirmative to the preceding: THIS IS YOUR TRIUMPH.

DETAILS:-I bought this as a fun car and had it worked on quite a bit to upgrade it.-I have remedied this excessive caretaking with a pile of fun. The motor uses a little oil. How much? I don't know, I'm not collecting statistical analysis points. I check the oil, I fill the oil, I drive. Not enough to bother me. It leaks a little oil. How much? Not enough for me to care. If you have a vehicle that's over 30 years old and is NOT leaking or burning oil, it's empty! Bumpers are good. Body is all in good shape with no rust. Radiator good. Starts fine and runs good. Tranny and shifting linkage operate perfectly. Tires good. Positive ground system changed to negative ground. Electronic ignition system added. Exhaust pipes great.

QUESTIONS: Why are you selling? I can't justify owning it anymore. Motorsickles, life, work, and taxes have consumed my time and money. Someone else needs to appreciate the Triumph for what it is: awesome mechanical artistry. What's wrong with it? Rear tail light lens cracked. Left rear turn signal light not responding. Will you sell me the [engine / tranny / rear door / axle / etc.]? No. I'm not in the salvage business. Buy the Triumph. Love the Triumph. Give the Triumph a home. Will you take [insert ridiculously stupid low

number here]? No. If I wanted [ridiculously low number] I would have asked [ridiculously low number]. Want a cheap car? Get your kid that lowered tuner piece of shit honda project down the road. I think I'm plenty cheap for this bad mofo. Why is it still stock? Because I bought it for fun with the intention of turning it into a possible full restoration. I haven't had the time to do so. So I am selling it. Can I put a Porche engine into it and turn it into a racer? I don't give a shit. But be sure to use quality components and for God's sake! Would this make a good car for my daughter? Hell. Yes. Not only a fun car, and a learning experience but she'll be the talk of all her friends. Introduction to vehicular maintenance and learn to work on old vehicles a plus. Additionally, there isn't really no room in the back for that little bastard she's dating to try anything. Can you deliver? Within reason. I have a friend who will deliver for a price. That's between you and him though. But really, you should come get it. Look it over. Etc. Will you take a check / cashier's check / Western Union Transfer / Nigerian Promissory Note? Would you take a ball pein hammer to the forehead? No. I'll take Cash. Period. Bring cash or don't show. Will you ship to -? No. See above. No, really, all I have is [lowball dollar amount]? That's great, I don't give a shit. Unicef ain't running this deal, and until they do I want \$3500. Why? Because I don't HAVE to sell this little beauty. Truth be known, I'd rather keep it. But if it's going to a good home - I will sell. Unless you're an asshole - then no sale. Why are you such a dick? Everything is relative; you should see my friends. Any other questions, feel free to reply to this email and ask.

Location: Colfax WI

Happy Birthday

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

Kathy Smith 12/03
Murray Bruskin 12/05
Roy Congrove 12/07
Brent Groza 12/11
Joe Byers 12/13
Rick Miller 12/14
Paul Barthel 12/14
Bob Crowley 12/14
Rosanne Felix 12/15

Jerry Kasper 12/17
Mark Hattenhauer on 12/18
Peter Lee 12/19
Mike Johnson 12/20
Peter Schoppelry 12/20
Ed Mitchell 12/21
Craig Wiest 12/22
Trish Konopka 12/27
Pat Morse 12/27

NEW MEMBER

Dave Robbins

1415 Sherman Ave Apt 505, Evanston, IL 60201-4467
847 899-4239 -EMail: deefir@comcast.net
73 TR6

ISOA MEMBERSHIP COUNTS

162 memberships - 223 members



"On the first day of Christmas
my true love sent to me"

Sure way to any motorist's heart - a gift from the Lucas range of quality accessories. Attractively packed in gay Christmas wrappers. The very thing to give - or be given. Stocked by garages everywhere.

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(much more useful than turkey, doves or partridges)

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the best of...
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POSTED BY MAIL

STANDARD CAR REVIEW

INCORPORATING TRIUMPH NEWS

NOV. 22, 1962 CHRISTMAS 1962

ISOA ON THE WORLD WIDE WEB

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

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

ONLINE ROSTER ACCESS INFO

Snic

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

Braaapp

THE REAR VIEW MIRROR



DECEMBER 2013

MERRY XMAS FROM THE STAFF AND MANAGEMENT OF SNIC BRAAAPP