



SNIC BRAAAPP

MARCH 2009

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"Git 'er Done!" Publications, A division of the Busted Knuckle Group

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-THIRD YEAR

A CHAPTER OF THE VINTAGE TRIUMPH REGISTER

BIG BASH '09

TEXT BY BOB "SUDS" STREEPY GRAPHICS BY THE AUTHOR OR AS CREDITED



2008 ISOA Member of the Year Jay Holekamp [L] receives 2008 "Ray Henderson" award from club president, Bob Streepy [R], at Big Bash

MORE THAN 70 ISOA PARTY GOERS GATHERED AT THE ELKS Club in DesPlaines on Saturday evening, January 24th, to celebrate the inauguration of the new club officers who were swept into office on the campaign slogan of "Maybe we can, if we feel like it." The "Big Bash," an ISOA tradition dating back several decades, is either the last major holiday celebration of the preceding year, or the first of the new one; no one quite knows for sure. Early birds enjoyed cocktails and fellowship starting around 6:00 PM while they watched a sideshow featuring photos from many of the events from 2008 that was synched with music from "Tapestry," the world's greatest classic Rock and Triumph CD.

Bash co-organizers, Mike "Hands" Blonder and Terry "Whistler" Underhill, distributed a collage of baby pictures of various members that the celebrants attempted to identify over

drinks and hors d'orves. Dinner was served at seven, and the vast majority of those in attendance agreed that the faire was excellent. The diners enjoyed soup, salad, a beef, chicken or fish entrée along with vegetable and potato, plus dessert. As the wait staff cleared the tables, quickly enough to suit all but one person in attendance, Hands gave the answers to the baby photo quiz before turning the microphone over to newly installed president, Bob Streepy. Your humble and obedient scribe then introduced



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INSIDE YOUR MARCH SNIC BRAAAPP

- *Con "TR" ibutions from across the Pond*
- *Rebuilding your Clutch*
- *Hub Clinic*
- *Letters to the Editor*

Lots More Stuff



cont'd from page 1

the members of this year's board and read the traditional letter from the previous president, which contained a list of the top ten things not to do as club chief executive, before awarding certificates to all of the members who contributed prose and/or poetry to SNIC BRAAAPP during the past year. The list of 2008 wordsmiths consisted of: Jack Billimack, Peter Conover, Mark Costello, Phil Fox, Jay Holekamp, Roman Hrynewycz, Kim Jensen, Dave Kanzler, Joe Kaplon, Dave Kayson, Irv Korey, Mark Moore, Joe Pawlak, Dave Shedor, and Lars Sullivan. Singled out for special recognition was the head of the SNIC BRAAAPP proofreading division, and now club Fist Lady, Carol Streepy, who reminded any potential contributors not to dangle their participles or split their infinitives. Receiving singular acknowledgment was International Bureau Chief and UK Senior Correspondent – Tony Beadle for his many interesting and informative *Con 'TR' ibutions from across the Pond*.

The board also chose to recognize unsung heroes Chuck Montague, for his efforts at maintaining the club periodical archives, Roseanne Felix, for running the monthly raffle so smoothly and providing us with the chance to acquire all kinds of car related ephemera for only a buck a chance, and Bill Jensen, for schlepping club regalia up and down the stairs of the Golden Pheasant each month. We also handed out "Distinguished Service" awards to Bill Pyle, for hosting more clinics than anyone can recall, Mike Mueller, for providing welding and powder coating help to a great many members, not to mention delivering parts to a broken down TR3 in Paw Paw Michigan last summer, and Steve Yott, for rebuild-

ing and repairing countless member's engines, transmissions, etc., over the last several years. Tim Buja and Joe Pawlak were acknowledged for their efforts at spearheading the TTA Stag project, and the Ray Henderson* ISOA "Member of the Year" plaque was given to Jay Holekamp, whose acts of benevolence to other members, especially Natalie Smith, made the decision to present him with the award a no-brainer.



Following a short break to visit the bar and view a slide show of the TTA Stag, Barb and Jack Billimack oversaw the annual club version of "Are you smarter than 5th grader?" in which teams of attendees attempt to identify photos of famous, infamous, and obscure public figures. The game is an exercise in humility when normally well-informed individuals are reduced to tears over their inability to recognize well known celebrities, much to the delight of Mrs. Billimack, who seems to delight in humiliating the



contestants.

Things began to slow down around 11 and many of those in attendance began heading for the exits but not before enjoying a pleasant evening out with fellow Triumph friends.

*Ray Henderson - Born in Coventry in 1928, Ray's career with Standard Triumph spanned from 1943 to 1986. After joining the Standard Motor Company as an office boy in the drawing office, he transferred to the engine test section of the experimental department under Frank Smith. From 1946 to 1949, he spent his national service in the Fleet Air Arm working on aircraft engines, after which he rejoined Standard. Ray became the definitive experimental engineer, doing the exacting and highly skilled work of building prototype and experimental cars all his working life. Models Ray was involved with ran from the Mayflower and "Bullet" Roaster of the early fifties through the TR2/ 3/4 and Spitfire era to the last models the company made.

Ray was always involved with building the works competition cars from the first TR2 prototype "MVC 575" that broke the speed record for production 2-litre sports cars at Jabbeke, Belgium 50 years ago this year. Competition Manager, Ken Richardson, always insisted that Ray was on the works TR team on all major events including the company's first International rally - the 1954 Alpine and the Tourist Trophy road race at Dundrod that year. Ray was present at all the Le Mans races with works TRs including the very first in 1955 and the twin cam era of 1959/60/61.

Under the Leyland banner, Ray ran the competition rally and race workshops throughout the TR4, Le Mans Spitfire and Triumph 2000 era and became competition supervisor until the finish of the company's competition program in 1966. Thereafter, he returned to mainstream experimental work, which also included the preparation of works supported cars including Roy Fiddler's 2000 and Bill Bradley's Spitfire.

Ray retired in 1986 as manager of the experimental workshops at the Canley Build Centre and the Test Centre at Gaydon. During his retirement, he exercised his natural talent for making things by building dozens of exquisite model aircraft. A master craftsman with a delightful sense of humor, Ray was deeply respected by all his working colleagues and was loved by all his friends. He was indeed a treasure.

Ray Henderson, passed away on July 24, 2003, in Walsgrave hospital, Coventry, after a stroke.

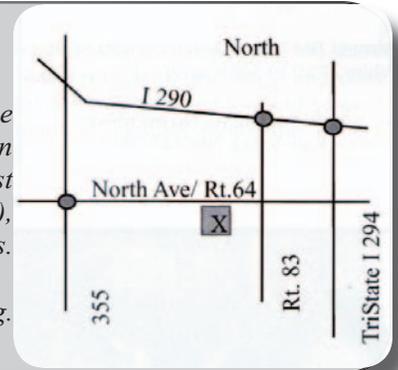
Paul Richardson *The Vintage Triumph*, #87 Fall 2003



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
Mar.	1st	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	14th	Sat.		ISOA Chili Party, Lathrop's - 7608 Walnut Ave, Woodridge
	25th	Sat.		Distributor Clinic Pyle's - 320 Linden, Itasca
Apr.	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	16th-22nd			Cabin Fever Cannonball Run to the "Gathering" - Dobson, N. Carolina
	18th	Sat.	8:00 AM	Carb Clinic - Jensen's - 903 Lilac, Joliet
	31st	Sat.	4:00 AM	30th Annual "House on the Rock" Tour - leave from Wright's in Park Ridge
May	2nd	Sat.	8:00 AM	Tune Up Clinic - Pyle's, 320 Linden, Itasca
	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	22-4			18th Annual Champaign British Car Show Featuring TTA Stag Unveiling
June	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	17th-20th			TRA National Convention - Charles Town, West Virginia
	21st	Sun.		Wisconsin British Car Field Day - Sussex, WI
July	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
Aug.	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	7th-8th			The Roadster Factory Summer Party - Armagh, PA

Note: TTA Work Sessions will be ongoing through 2009. Check the ISOA webpage for the latest schedule or call Joe Pawlak at 847/683-4184 for the up-to-the-minute plans

SNIC-BRAAAPP is published monthly, most of the time, and should be expected before the ISOA membership meeting. Member contributions received by the 10th of the month will probably appear in the next newsletter, if at all. Submissions received later may be held until the following month. Submissions, accompanied by a sizeable gratuity, [remember- this is Chicago!] or plausible threat, are occasionally squeezed in at the last minute. All photos and disks will be returned upon request. 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. Now available as a podcast. Subscribe at: www.rukiddingme.com. Questions, Comments, and Great Thoughts may be directed to:

**Bob Streepy, 850 Kent Circle, Bartlett, IL 60103 email: trstreep@sbcglobal.net
SNIC BRAAAPP is published monthly by: VIDataPrint LLC - 847/683-9683**



A LITTLE BS FROM BS



NEWS AND VIEWS

FROM THE BUSTED KNUCKLE GARAGE
BY BOB "SUDS" STREEPY, ISOA PRESIDENT

ISOA Nicknames

There's a great scene in *Cool Hand Luke*, our all time favorite movie, with the possible exception of *Blazing Saddles*, in which J.D. Cannon tells Harry Dean Stanton "You ain't nothing here 'til Dragline [George Kennedy] gives you your Bullgang name." While that may be a bit hyperbolic for a group such as ours, it is true that most veteran ISOAers have acquired a unique Nome de plume, frequently assigned by club curmudgeon Irv "Elwood" Korey. To new members, this ritual may seem as if it were straight from one of our other favorite documentaries that also featured assigning nicknames – *Animal House*. In fact, when I, as his designated pledge father, assigned Mark Moore his name, I quoted Bluto Blutarsky's line from the scene in which he gave Flounder his pledge pin.

The story behind each ISOA handle could fill several complete issues of SNIC BRAAAPP, let alone a single column, but we thought that some of our newer members might enjoy a brief recap of some of the more colorful pseudonyms sported by members of the Coventry Irregulars.

Jim "Screamer" Aldridge received his moniker courtesy of

Elwood at a meeting when Irv found out that Jim was the lead vocalist of our newly created band [and now world famous throughout Triumphdom] the Spinal Tappets. In fact, each of the band members has a nickname. Mike Konopka is "Wheelman" due to his prowess as an autocross driver. At 7'2," the rationale for Mark "Silo" Fisher's nickname should be abundantly clear. Dave Kayson was dubbed "Stumpy Joe" after the deceased drummer in Spinal Tap, while Dan "Wrongway" Swanson received his nickname as a result of failing to locate the DesPlaines Elks Club on more than one occasion. Peter "Maestro" Conover is a member of the Chicago Symphony Orchestra, which helps explain his epithet.

Jack "Spuds" Billimack wore a mask in one of our first "House on the Rock" Videos that resembled a dog named Spuds Mackenzie in a series of popular beer commercials and has been known as Spuds ever since. Tim "Toolman" Buja is the custodian of many ISOA proprietary Triumph tools, but his nickname doubles as a reference to the Tim Allen character on the old TV series. Jay "Cannonball" Holekamp also has an ISOA nickname with a double entente. Jay was an artillery officer in the United States Army, but he is noted for his "aggressive" driving style, which has occasionally earned him special recognition from the constabulary.

Irv Korey's ISOA nickname was a result of his days as a Manteno Brother, along with Kim "Jake" Joiner. They collaborated for many years to edit this very newsletter but were unwilling to let their actual names appear in print, some say, for obvious reasons. Ken "Buzby" Kendzey once had one of the world's largest collections of Berkeleys, hence the reference to the famous 30s Hollywood choreographer. Pat "Power Bulge" Lobdell is the club techspurt on TR4s and most of us know that the TR4 had a special modification in its hood to accommodate its twin SU carbs, although at one time, Pat also had a bulge in his midsection also a result

of too many carbs. Mark Moore's nickname "Guzzler" was a name bestowed in special recognition for his prowess in consuming vast quantities of liquid bread, with no apparent effect on his equilibrium. Bob "Burnout" Steele has been known to burn rubber in his TR8 on more than one occasion, although there are those who might say his nickname also has a double meaning, with a reference to his alleged, but unsubstantiated involvement in youthful recreational pharmaceutical experimentation.

And then there my two all time ISOA favorite nicknames. A former member, Steve Percifield, was constantly trying to tweak his Spitfire in order to better the autocross times of his arch rival and in doing so, he often created some truly magnificent electrical malfunctions; hence his nickname "Sparky." Lars "Geyser" Sullivan was right behind me on the infamous "Death March" to Mid Ohio in 2003 when our caravan got stuck in a combination rush hour/detour near Fort Wayne, Indiana when his TR3 overheated and spouted such a huge plume of coolant and steam that Old Faithful would have been proud, thus earning him one of the more unusual, but nevertheless, well-deserved nicknames in the club.

Some nicknames have origins that we cannot go into in a family friendly newsletter, or even in this one, [e.g. "Testicles"], and we'll leave those for another time.

As for me, my nickname was bestowed a result of my obsessive/compulsive desire to keep my cars clean. For all you newbies, that's my story and I'm sticking to it.



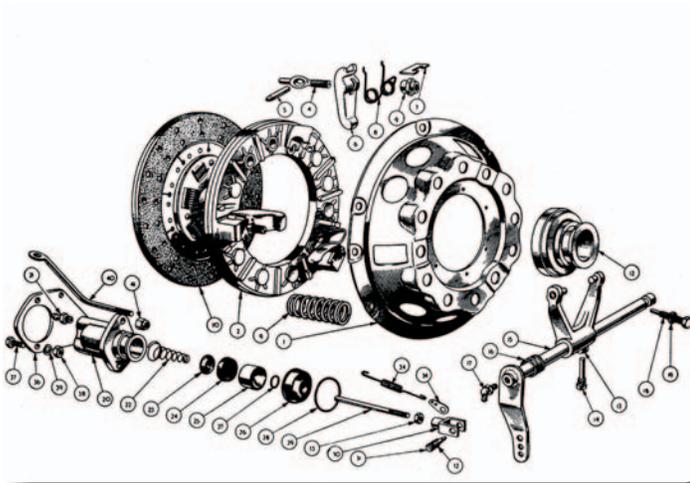
Suds

VENDOR REVIEW

FORT WAYNE CLUTCH & DRIVELINE

FORT WAYNE, INDIANA

BY JAY HOLEKAMP



talked with Pat at Fort Wayne Clutch and Driveline and he assured me he could rebuild the clutch components. I built a wooden crate and shipped the damaged pressure plate and 2 worn driven discs to Fort Wayne Clutch. A week later, the reconditioned parts were returned.

The rebuilt clutch parts looked great. The clutch cover assembly had been disassembled, media blasted, the badly worn operating levers replaced and lightly ground true, the pressure plate had been resurfaced with a skim cut using an end mill, and the cover surfaces which contact the flywheel had been ground true. The springs were tested and found to be ok. A crack that I was unaware of on the side of the clutch housing had been neatly welded. The right amount of grease was placed on the levers and pins. The 2 driven discs had been media blasted, and the friction material renewed. I'm confident the rebuilt clutch parts are better than new, and I'm happy to again have the serviceable spare clutch parts.:

When I was growing up in a small Alabama town, there was a busy local shop that rebuilt clutches, generators, starters, and relined brake shoes. Today these places are almost a thing of the past, but Fort Wayne Clutch is alive and well and ready to make your Triumph clutch like new

In June 07, while driving my 1964 Triumph TR4 along the east side of the Mississippi River in western Wisconsin, the clutch throw-out bearing failed. I was able to limp back to my brother's garage in Middleton, and when we got the transmission out, we discovered the clutch cover assembly was damaged – two of the three release levers were badly worn, caused by the failed release bearing. My wife over-nighted a new clutch pressure plate and a new driven disc from my parts stock at home, a throw-out bearing was sourced locally from NAPA [part number: N1087], and a day later the repairs were complete.

Recently, I decided to either have the damaged pressure plate assembly rebuilt or to give it to the scrap metal man. I also had 2 worn driven discs on hand. I

Fort Wayne Clutch & Driveline,

Attn: Pat

www.fortwayneclutch.com

2424 Goshen Road

Fort Wayne, Indiana 46808

800.258.8243 or 720.922.6421

"Cannonball"

TR2, TR3, TR3A, TR3B, TR4 CLUTCH PRESSURE PLATE & DRIVEN PLATE

COST COMPARISON, NEW VS. REBUILT

PART	Moss Motors	Victoria British	The Roadster Factory	Fort Wayne Clutch
Pressure Plate Assembly 70380	\$ 215.95 [New]	\$199.95 [New]	\$189.98 [New]	\$75.00 [Rebuilt]
Driven Plate Assembly 112457	\$ 107.95 [New]	\$ 99.95 [New]	\$ 99.98 [New]	\$ 60.00 [Rebuilt]



CON "TR" IBUTIONS
FROM ACROSS THE POND



AND FIFTY YARDS OF
GOOD STRONG ROPE...

BY TONY BEADLE
ISOA INTERNATIONAL BUREAU CHIEF
& UK SENIOR CORRESPONDENT

Even for those of us who today drive Triumph cars that were made in the 1950s, '60s or '70s, it is hard to envisage how difficult motor-ing was a century or so ago. Not only did pioneering automobilists have to use rough dirt roads – dusty in summer, muddy and deeply rutted when it rained – there were no freeways, no gas stations at every intersection and any mechanical problems had to be fixed wherever the car ground to a halt. This meant that the sensible driver back then took the precaution of carrying everything imaginable when setting out on a journey (mind you, that also applies to a few Triumph owners I know!).

In *The Book of The Motor Car* published in 1905, American writer Percy Megargle advised that any tourist embarking on a trip by car should include the following items in his kit: "A large tin pail, single and double wood pulley with 50 yards of good strong rope, a spade, jack, gallon can of cylinder oil, good gas searchlight mounted on a swivel for reading signboards at night as well as picking out the road..." And, as if that wasn't more than enough, Megargle's list continued: "...a complete set of tools, copper wire, small hose, possibly a duplicate steering knuckle, extra chain, etc, etc..."

Writing in 7th October 1899 issue of *The Autocar* magazine, a UK driver described his experiences with a Benz Velo and noted that in a year he had covered around 5,000 miles. During that period he said the vehicle used seven gallons of lubricating oil (equivalent to a pint of oil every 90 miles – even Triumphs aren't that bad!) and 20 pounds of solid grease. The correspondent, a doctor, also contrasted his new car against using a horse-drawn cart: "The advantages as to speed, readiness, and endurance of motor over horses are simply incalculable. In addition, one is spared the worry of illness or vice of coachman or horses, as a companion is not essential in driving a motor, and the car does not shy, or bolt, or catch chills. Personally, I find great pleasure in driving my car, whereas horses were always an anxiety."

Of course, most early cars were open-topped and closed cars such as sedans and limousines were only for wealthy industrialists, kings and such-like. Therefore, it was necessary for ordinary motorists to protect themselves against the wind, dust, rain and cold, using face masks, goggles, helmets, ear muffs, waterproofs and other assorted warm garments (come to think of it, that also sounds like some TR drivers of my acquaintance). And while wives or girlfriends might nowadays choose to wear a fashionable headscarf or maybe a stylish cap when riding in the passenger seat of a sports car, pioneer female automobilists had to dress in utility clothing. "Appearance must be sacrificed," wrote Lady Jeune in 1905, "Grey is the best colour, as it shows the dust less."

Another woman, Miss Dorothy Levitt, went even further when she addressed the subject of suitable attire for lady motorists in 1909. Apart from a heavy fur coat, driver's overalls, high gaiters and a fur turban or cap with a silk veil, her advice included the suggestion to discard any rings before setting out on a drive ("the stones are loosened"). Probably of more practical use was a tablet of 'Antioyl' soap and a hand mirror ("While the necessity or inclination to look round

is rare, you can see in a flash what is in the rear") but surely only an American writer would have recommended taking a small Colt automatic for defence ("practically no recoil – a great consideration to a woman") and also a dog ("under your coat").

Naturally a new industry soon grew up to manufacture and supply the early motorists with a cornucopia of bizarre apparel and other weird devices supposedly designed to improve the comfort of both drivers and passengers. The famous British company of Dunhill offered a range of such items with the 'Motority' brand name in 1906. These included the 'Complete' face mask "For ladies desirous of preserving their complexion" and something that looked rather like a plastic bag which was promoted with the following description: "Lady automobilists will value the Bel-size hood, which entirely encircles the head, has a mica window, and a gauze opening for free respiration". Gentlemen could try the 'Mocravat' muffler (in either plain knitted wool or ribbed extra quality) which offered "Excellent protection for throat and respiratory organs".

The Automobile Equipment Co of Indianapolis, Indiana, went one better, introducing an all-encompassing 'Rain Apron' around 1908. This large cape-like sheet fitted over the front of the windshield, covered the entire passenger compartment from front to back and could apparently be adapted to suit one, two or four persons. The maker's sales blurb added the information that the Rain Apron "encloses the steering wheel and control levers, and is made of best silk rubber with waterproof collars."

And if you think a good pair of gloves is all you need to keep your hands warm when driving, think again. A resourceful inventor came up with the 'Warm Hand Wheel' which sold for \$12.00 in 1914. Basically an electric heater element attached to the steering wheel rim, the advert for this device stated: "Your automobile represents a large investment which pays interest in pleasure, health, recreation and service.



Don't let cold hands rob you of the interest on your investment seven months out of the year – more than half the time.” (it sounds to me like the ‘Warm Hand Wheel’ inventor probably lived in Alaska!) The promotional text also carried this cautionary message: “There is no way that you can keep your hands warm driving an automobile in cold weather unless you have a warm steering wheel in your hands. You cannot expect your hands to be warm holding a wheel cold as ice. No, it must be warm. That's common sense. Warm hands mean com-

fort, plus safety to you.”

Most of the equipment I've mentioned falls into the category of what we in this country call ‘car accessories’ and the irrational fascination felt for these aftermarket items by some drivers was recognised very early in the automobile age. Journalist A. B. Filson Young described the lure of motoring accessories thus: “It is one of the snares and pleasures of motoring that the purchase of the motor car itself is only a preliminary, and it is far from representing the motorists' complete equipment... How serious and

how fateful a thing the accessory may be. It comes humbly in the guise of a mere detail, a useful and innocent supplement to the principal affair; it ends as often as not triumphant and essential...”

Triumphant and essential? In my humble opinion that describes the ISOA membership and this august publication perfectly!

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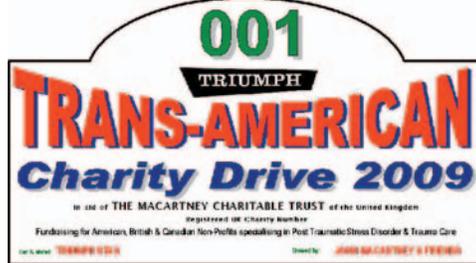
Tony Beadle

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STAG UPDATE

WE ARE BOLTING!

TEXT & GRAPHICS BY JOE PAWLAK



The TTA team has begun to reattach some of the parts that were removed from the Stag back in March and April of '08. The first assemblies connected to the body were the front strut mechanisms. However, before we could begin, a few components had to be replaced and/or reconditioned. First, the front suspension parts were cleaned and repainted. Chuck and Don had per-



formed this work last fall. Mike Mueller powdercoated the springs, and new lower ball joints, KYB strut cartridges and new upper strut mounts were acquired. New urethane bushes were installed in the radius arms and also in the sway bar and sway bar link assemblies. We cleaned and repainted the brakes before

installing new flex lines, bleed nipples, seals and pistons. We also installed brand new EBC brake rotors and new pads.

We repaired the rear trailing arm sections to correct a common Stag problem in which the differential mounting holes become elongated. Jim Aldridge performed the machining operations on



the arms. The picture above shows Joe Kaplon and Rick Paulsen assembling the entire rear subframe. Along with Rich Scholl, Joe, Rick, and I were able to attach the subframe, trailing arms and shocks. We also installed new urethane bushes all around, along with fresh KYB shocks. The aluminum trailing arms were cleaned up by Doug Larsen and, subsequently, clear coated by yours truly, along with a few other items. The restoration crew thinks some of the things we're doing are a bit much, but in the end it sure does look nice and should stay that way for many miles.

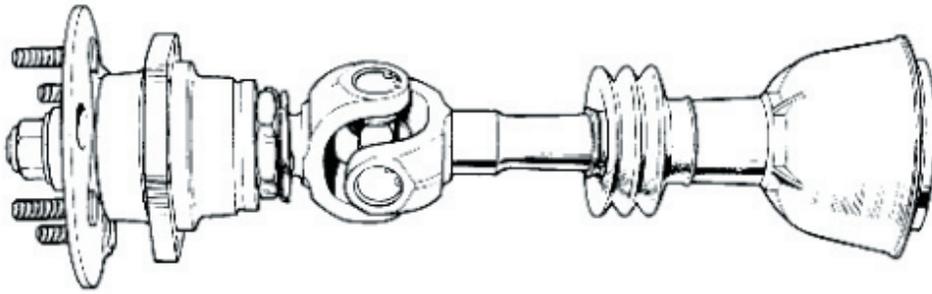
The external surfaces of the diff were cleaned up, but we still needed to take some internal measurements. The crown/pinion backlash was perfectly in the middle of the specifications at .006". The low end for a Stag is .003", so I left

it “as is.” The input preload was very loose, so we had to pull the crown assembly. Since ISOA is very experienced in these operations, and we possess all the necessary tools, we were able to reset the preload to the specified 18 lbs with only a few adjustments to the shims. To get at the stub axle seals, we needed to do bit of extra work, since the flanges did not want to budge under normal 20-ton press operations. I made a special hub puller for the Stag, and with the help of Mr. Pressy, popped them loose. So, the diff has new seals all around, and the crown/pinion and preloads are all set. Before final assembly, I will drill and tap a hole for a drain plug to give the future owner an easy way to change fluids.



Next up, we should have the diff installed as well as our newly conditioned rear axles. We will also rebuild the power steering rack and run the new brake lines. This all looks so cool, that it seems almost a shame to put the wheels on.

Stagmeister



IRS HUB CLINIC
TEXT AND GRAPHICS BY
BOB "SUDS" STREEPY



Following three days of the most frigid weather in recent memory, the temperatures soared all the way to double digits on Saturday, January 17th, just in time for the first ISOA



tech session of 2009. About a dozen or so hearty Coventry Irregulars convened at the home, or more specifically the

heated garage, of Sherri and Bill Pyle to participate in a workshop devoted to the rebuilding of Triumph IRS hubs. Sheri had coffee and pastry available to the attendees, who began to arrive around 8:00 AM.

Lee Feder's TR6 hubs were the first to receive attention from hub tech-spurt Steve Yott. As many looked on, Steve used his hub tool to lift and separate the flange, bearing, etc. until the hub was disassembled. Steve was forced to use as much leverage as pos-



sible by employing Billy's famous pipe wrench extender in order to get the first hub to come apart. Roman Hrynewycz gave Steve a breather and took over the final phase of disassembly. Meanwhile, Bill Pyle employed various tools of mass destruction, to create a veritable light show of sparks with his die grinder while removing bearing races, etc. Bill's hydraulic press also received a workout during the process of removing bearings, etc.



Frank Cartwright and Jerry Hurst also brought hubs in for attention and one by one the distinctive "Bang!" that accompanies the splitting of the hub from the flange reverberated up and down Linden Street.

Around noon, the group broke

for lunch provided by Big Mama. The hungry participants were treated to fresh sandwiches prepared by Sheri,



along with copious amounts of beverages with which to wash them down. After lunch, it was back to the garage to finish cleaning and reassembling the hubs. By mid afternoon, things began to wind down and many in attendance headed back to attend to various Saturday chores, but not before enjoying some good company and learning some valuable lessons in an important part of TR maintenance.

Suds

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 \$25.00. (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



IT WAS TECHNICALLY A ROAD TRIP

BY DAVE "RUMPUS" KANZLER

Our esteemed Editor, Bob Streepy, requested memorable road trip stories [see Feb. *SNIC BRAAAPP - BS from BS*], which opened up many options. I had some truly memorable trips to the lake with my high school girlfriend in my TR6, but they probably don't count as "road" trips (damn the technicality). In college there was the time I drove two female members of the sailing club to the women's national sailing championships, and in exchange for the ride, I got to call myself the "coach of the team" and try my luck, ala Bob in Ft. Lauderdale – but that girl from Tufts may still be waiting for that call I promised her, so I best not go there. Then there was a cross country trip with a girl named Brenda in my Datzun 240Z, but I think I beat the "Z" theme to death in last year's articles.

Well, that leaves only one option, and since Bob didn't specify the mode of transportation, I will tell about my 500-mile bicycle trip with the aforementioned Brenda from Chicago to Devils Lake, Wisconsin. The trip is memorable not for the sights seen, nor the blisters developed, thunderstorms encountered, big-rigs dodged, but for the people we met. If you truly want to meet people, then take a bicycle trip. You see, if you drive through a small town (even in a Triumph) and stop for lunch, for all the locals know, you could be a serial killer; and if you hike into a small town, you are pretty much a vagrant or a hobo. But if you cycle into a small town, what criminal type would ride into to do mischief on a bike? And if you have a bike, you can't be a bum! And if you get off that bicycle seat with an obviously sore bottom, they kind of feel sorry for you. On a bike, folks will open up to you like you can't imagine.

In our case, there was Mary, the nice lady who let us camp on her lawn and then made us homemade donuts in

the morning. There was "Friendly Bob" who bought us the coldest, best tasting beer I have ever had after riding up those long last few miles up to the Devils Lake campground. Each day we hit the tavern and Friendly Bob was there to share a beer with us and show us his scrapbooks. However, the highlight of the trip was the old-timer we met in a bar somewhere in rural Wisconsin. He told us his entire life story, including the time he had to kidnap his daughter back from the Moonies (remember them?). And he summed up the meaning of life in a few simple words (like Curly in *City Slickers*): "All in all it has been a good life. In 40 years of marriage, my wife has never denied me once; except when I was drunk, and you can't blame a woman for that, now can you?" I said, "No sir, you can't," and we clinked our bottles of PBR.

Rumpus

LETTERS TO THE EDITOR

Dear Editor,



Now that I have retired from public service, I would like to pass along some words of wisdom to the new ISOA administration.

Having served two grueling years as the club decider, I have learned a great deal about the demands of leadership and I have passed along the following top ten lessons that I learned as ISOA chief executive to the new guy.

- 10. As long as my TR6 is at the Silver Lake Triumph Centre, be sure that Steve Yott gets at least one Peter M. Roberts each month.
- 9. Never ask Dan Swanson for directions to the Elks Club; worse yet, don't agree to meet him half way and then follow him.
- 8. Don't ever expect Billy Pyle or Mike Mueller to know the names of any of the

people that they have helped out or lent tools to.

- 7. Never, ever, ask Phil Fox about the size of his Triumph collection in the presence of his wife.
- 6. Under no circumstances consume brownies offered you by Bob Steele
- 5. If Bob Erikson agrees to provide anything, tools, parts, videos, etc for a meeting, assume that it will be at least three years and 10-15 reminders before he actually comes through.
- 4. If you ever need 20 or thirty minutes of "filler" for a meeting, ask Tim Buja to show the lenses from the TTA Stag and talk about them.
- 3. Remember that since you will have to take the Boomer home if there are no nominations, you can always nominate Al Christopher for just about anything that he's done and pawn it off on him.
- 2. Speaking of Boomers, don't ever forget to bring the gavel to a meeting. [If

you do, don't try to avoid the inevitable because it will only get worse the more you try to talk your way out of it.

- 1. Don't worry about remembering to provide a break for any tobacco fanciers; George Grumbos will gladly remind when it's time for a smoke break.

MM Rockford

Dear Guzzler,

It's abundantly clear that you have reflected back over your administration with considerable thought. We shall pass these platitudes on to the current chief executive, and we can only hope that he will have the good judgement to follow your suggestions to the letter.

ED



We recently received the text below from ISOA member Rich Aubert, who also belongs to the AZ club, from whom he received this bulletin. We are reprinting it here for your information. The political views expressed by the author do not necessarily express those of SNIC BRAAAPP.

OPPOSE NEW FEDERAL VEHICLE SCRAPPAGE PROGRAM

Thousands of vehicle enthusiasts contacted House Speaker Nancy Pelosi in January to oppose a nationwide "Cash for Clunkers" program in the upcoming Obama economic stimulus package and it was removed from the U.S. House version. Now, some lawmakers want to include a vehicle scrappage program in the Senate version of this economic stimulus bill to be voted on in February. This legislation, S-247, would give \$8 billion in tax-dollars to consumers who surrender their "gas guzzlers" to have them crushed. This plan must be stopped!!!

Remember, it was not too long ago that lawmakers wanted to scrap older cars for air pollution reasons. Those laws only failed because vehicle hobbyists spoke up against them. This proposed "Accelerated Retirement of Inefficient Vehicles Act" is a new version of the same old Cash for Clunkers program. This time, instead of focusing on just older cars, this program would target all years of vehicles with low fuel economy ratings.

These misguided lawmakers now want to crush any year of vehicle that gets less than 18 mpg. Participants would receive cash from the government of up to \$4,500 based on the model year scrapped and whether the replacement vehicle was a new car or a more fuel-efficient 2004 or newer used car. Fuel-efficient is defined as getting at least 25 % better mileage than the corporate average fuel economy (CAFE) target for its class. It also would be illegal to resell these scrapped vehicles. As many as 6 million pickups, SUV's, high performance cars and future collectables

would be destroyed over the next four years in this twisted attempt to spur new car sales.

S-247 will create a vehicular holocaust. Please Contact Senator Diane Feinstein IMMEDIATELY to say you Oppose S-247. Call (202) 224-3841 and leave a short and simple voice message saying you oppose S-247 in the proposed economic stimulus package. You can also say why you oppose S-247 if you wish. The important thing is that you make that quick call; it will only take you 2 minutes. You can also e-mail her at: <http://feinstein.senate.gov/public/index.cfm?FuseAction=ContactUs.EmailMe>, or Fax to (202) 228-3954.

EDITED TALKING POINTS

AS SUGGESTED BY SEMA

AT: WWW.SEMASAN.COM

OPPOSE THE USE OF U.S. TAXPAYER DOLLARS FOR CASH FOR CLUNKERS

I am calling/writing to urge lawmakers not to approve S-247 which is a "accelerated vehicle retirement" plan. This is a misguided attempt to spur car sales and claim that the country's fleet fuel mileage is being improved.

This program is not cost-effective and does not achieve verifiable fuel economy or air quality benefits. Every accelerated vehicle retirement program is flawed because cars turned in for scrappage often barely run, or are rarely-driven second or third vehicles that have a minimal impact on overall fuel economy or emissions.

•Any vehicle scrappage program threatens collectors and enthusiasts nationwide with the loss of valuable parts and parts-cars for repair, restoration, and customization projects. Who'd have

guessed Pacer's and Gremlin's would be collectable? It will also compete with lots of charities that rely on vehicle donations to raise money.

•S-247 will reduce the number of vehicles available for low-income individuals and drive up the cost of the remaining vehicles and repair parts. This program also fails to acknowledge driver needs, such as the ability to transport a family, tow a trailer or rely upon the safety and utility characteristics associated with larger vehicles.

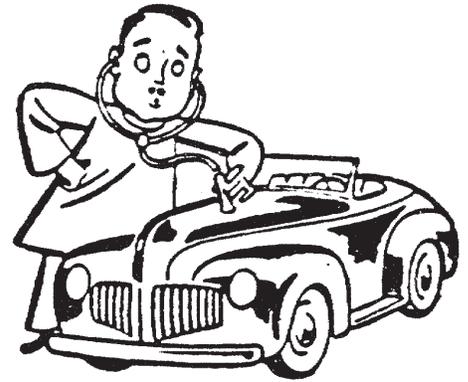
•The idea that pickup trucks and SUVs must be scrapped in order to save energy is irrational and illogical. This program's "carbon footprint" does not factor in the amount of energy and natural resources expended in manufacturing the existing car, spent scrapping it and the manufacturing of a replacement car.

** Also, please send an e-mail to collector car appraiser Bill Gilmore at Automotive Research Services in Phoenix and have your e-mail address added to Bill's automotive legislative alert mailing list for e-mail updates on pending laws that will seriously affect the future of our car hobby. Bill is also willing to answer your automotive legislative questions and is available to speak to your club on current automotive legislative issues. E-mail Bill at: AzCarCrazy@aol.com, or call 602-230-7111.

Freedom is not free, you must speak up if you want our hobby to remain free of negative laws. Remember, it's "United We Drive and Divided We Park."



TR3A



Back by Popular Demand - ISOA Email List!!

As many members are all too well aware, we lost the use of our server last summer and have been without a proprietary ISOA email list for several months. Thanks to the efforts of Jay Holekamp and Tim Buja, we now have a new, exclusive club email list through Google that is up and running. To subscribe to this list, email Tim Buja at thebujas@comcast.net.

TR3A Sells for Big Bucks



The January 25 auto section of the *New York Times* included an article by Rob Sasso on the Russo & Steele Auctions in Scottsdale, AZ at which a 1961 TR3A sold for \$49,000.00

For those of you who like to plan ahead,

2010 NATC Set for Jekyll Island, Georgia

This dispatch from VTR Events Coordinator Jack McGahey:



The "Southeast VTR Regional Committee" (comprised of seven clubs in three States: The Temple of Triumph, Gold Coast, Triumph Club of North Florida, Central Florida Triumph Register, Tampa Bay British Car Club, Triumph Club of the Carolinas, and the Georgia Triumph Association) will be

the host of the 2010 Vintage Triumph Register North American Triumph Challenge. The date will be Tuesday, October 19 through Saturday, October 23, 2010, and the venue will be Jekyll Island, Georgia.

ISOA TECHNICAL EXSPURTS

- TR3 Bill "Whizmo" Pyle
630/773 4806
- TR4 Pat "Power Buldge" Lobdell
219/942 1263
- TR4A/250 Steve "Drippy" Yott
262/997-0701
- TR6 (Early) Jeff "Stalker" Rust
815/874 5623
- TR6 (Late) Irv "Elwood" Korey
847/831 2809
- TR7 Phil "Factor" Fox
630/662 7721
- TR8 Tim "Tool Man" Buja
815/332 3119
- Spitfire - [Early] Joe "Stagmeister" Pawlak
847/683-9683
- Spitfire - [Late] Bill "Mr. Bill" Jensen
815/729-9731
- GT6 Dave "Snake" Shedor
847/9375078
- Stag Joe "Stagmeister" Pawlak
847/683-9683
- Machinist Bob "Opera Man" Crowley
630/355 2170
- KeyMaster Bob "Senile" Donile
630/837 3721
- Electrical Paint, Body, Joe "Stagmeister" Pawlak
847/683-9683



FEATURING THE TRIUMPH *Heritage*



2009
THE GATHERING
SPONSORED BY THE TRIUMPH CLUB OF THE CAROLINAS

SHELTON
Vineyards
Dobson, NC
April 17-19

Please make your vacation plans now for:



EAST Meets WEST
Triumphest & VTR National 2009
San Luis Obispo, California

Wednesday, September 30, through Sunday, October 4, 2009

ISOA First Ever
"Cabin Fever Cannonball Run"!!

Join the Silver Lake Mafia for a week in the Southeast. The highlight will be the 24th annual "Gathering" - a British car show sponsored by the Triumph Club of the Carolinas, with side TRips to the Tail of the Dragon, the Blue Ridge Parkway, and the Cherohala Parkway, April 16-22.



The Roadster Factory
August 7-8, 2009
The Roadster Factory's
Summer Party 2009
Hosted by: The Roadster Factory
Contact: 800 234-1104
E-mail: TRFMail@aol.com
Web: <http://www.the-roadster-factory.com>

Triumph Register of America

2009 TRA National Meet 

June 17-20th, 2009
Charles Town, West Virginia

ISOA ChiliFest 2009
7608 Walnut Ave. Woodridge, IL. 60517
Call Bobby to RSVP or for directions 815-608-1315

Directions from the north suburbs: Travel I-355 south to 75th St. Exit at 75th St. and take a right at the top of the ramp. Turn left at the second stop light at 75th St. and Woodridge Dr. Head south on Woodridge Dr., take a quick left turn onto Forest Glen Parkway (there is a small park on the right hand side). Then take a quick right turn onto Walnut Ave. We are the second house from the corner on the right side.

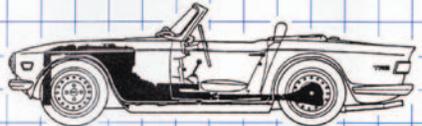
Directions from the south suburbs: Travel I-55 to I-355 north. Exit at 75th St. Take a left at the top of the ramp. Turn left at the stop light at 75th St. and Woodridge Dr. Head south on Woodridge Dr., take a quick left turn on Forest Glen Parkway (there is a small park on the right hand side). Then take a quick right turn onto Walnut Ave. We are the second house from the corner on the right side.



Champagne British Car Festival
CHAMPAIGN-URBANA, ILLINOIS

May 22,23,24-2009

6-PACK™



Six Pack TRials Festival 2009
Long Beach Island, New Jersey
September 24th, 25th and 26th

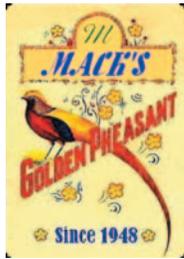




FEBRUARY MEETING NOTES

[IN CASE YOU MISSED IT]

By Roman "Jr. Hrynewycz



President Bob Streepy at called the February edition of the ISOA monthly meeting to order a little after seven. This gathering was held as usual at Mack's Golden Pheasant in Elmhurst, Illinois,

where just about 50 Triumph enthusiasts assembled. Bob opened the evening with an introduction of the board members present. This was followed with new member or guest introductions and the announcement of any new arrivals. In a stunning development, which we have not witnessed in many months, there were no new members, guests or automotive acquisitions. Kim Jensen followed with the treasurer's report affirming the club's solvency, unlike that of the federal government. She also reminded all interested parties to have their 2009 membership dues in by March.

After many months of not having instant e-mail communication available for the club, Tim Buja announced the creation of a Google group for ISOA. This will enable members to get help or send messages to everyone, much as was done with the old e-mail list. Tim next discussed the status of the club web site and the inordinate amount of spam and hack attempts against it. Because of all of the malicious activity, it was decided that Tim should eliminate the forums from the web site and revert to the previous version. If anyone visiting the site finds any broken links or needs to sign up for the mass e-mail list, please contact Tim Buja at thebujas@comcast.net.

Lee Feder treated the gathering to a rather colorful summary of the hub clinic, which was held once again at the Pyle hacienda. The club is indeed indebted and grateful to Sheri and Bill for graciously opening their home and garage for many activities through out the year. Next up was a recap of the annual Big Bash and Bob Streepy handed out the remaining awards and accolades to those who could not attend.

The floor was opened to Jack Billimack, our most capable events coordinator, to bring everyone up to date on the upcoming club activities. This is shaping up

to be a very packed year with many different events and shows planed through out the driving season. Be sure to keep an eye out on the events calendar in these pages for a complete listing of all of the goings on.

Joe Pawlak presented the group with an update on the standing of the TTA Stag project. Over the course of the last few weeks the car is starting to come together, and it is close to standing on it's own wheels since the day it was pushed into Joe's garage. The engine has also been reassembled thanks to Steve Yott at the Silver Lake Triumph Emporium. Things are moving along on this project, but there is still much that needs to be done. Contact Joe if you would like to help get this car back on the road for Memorial Day.

Before the break Jim "Screamer" Aldrige captivated the crowd with a new song penned by Bob Streepy and Jim, surely destined to be a Spinal Tappets hit, entitled "Built to Run" based on "Born to Run" by Bruce Springsteen.

After a short intermission, Tim Buja presented a new addition to the ISOA tool treasure trove - a drilling and taping jig for IRS trailing arm stud repair. This is a very well thought-out tool, and it should make repairing stripped threads for the hub mounting studs a very easy fix. Ruben Luna won the monthly raffle for the bag of valuable prizes.

The Peter M. Roberts unanimously went to Terry Underhill and Mike Blonder for their work in organizing the Big Bash. Lastly, it was time for the dreaded Boomer award. This month Rick Paulsen nominated Joe Pawlak for not securing a brake caliper to the strut on the TTA Stag which subsequently fell off of it's perch and struck Rick on the head while he was underneath the car performing a task. Since there were no other nominations, Joe took home the weighty bent wheel. The meeting adjourned at bit before nine.



Junior

2009 ISOA BOARD OF DIRECTORS



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Editor trstreep@sbcglobal.net

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greenjet3@aol.com

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emanteno@comcast.net

Technical Joe "Stagmeister" Pawlak*
Coordinator/ 847/683-4184
Newsletter stagfire6573@foxvalley net
Publisher

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at Arms 815/397-3253
mrmtr6@sbcglobal.net

BCU Mike "Hands" Blonder*
Reps Terri "Whistler" Underhill

*past president



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. 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:** 1974 TR6 project car. located near Irving & Cumberland. \$1700.00 Call Tom 773-303-7090 or 773-251-2764 for particulars. tgg11@hotmail.com [3/09 - *not an ISOA member*]

•**For Sale:** 1974 TR6. Strong runner. Located in Zion. Phone Mark @847-746-3800 for details. \$3500 O.B.O. [3/09 - *not an ISOA member*]

•**For Sale:** TR4 Amco N.O.S. windwing set. TR4/4A carbs with intake, several TR starters and generators for cores. Call Jack Billmack 815/459-4721 [3/09]

•**For Sale:** TR3A Amco tonneau - white. VGC condition. Bob Streepy 630/372-7565 [3/09]

•**For Sale:** Four 48-Spoke 4 1/2" rim painted wire wheels mounted on good tires.. Four 48-Spoke chrome wire wheels with knock-offs and adapters mounted on good tires. Less than 200 miles. Call Thanos Kourliouros 847/362-7015

•**Wanted:** Steel glove box door for a TR4. Dennis DeLap. yellow-green@sbcglobal.net

Happy Birthday

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

- | | |
|---------------------|------------------------|
| Marty Sieloff 3/01 | Karsten Kell 3/18 |
| Wally O'Brien 3/02 | Dave Catris 3/19 |
| George Grumbos 3/03 | Dave Kanzler 3/19 |
| Bill Kolton 3/05 | Jay Holekamp 3/23 |
| Monnie Boylan 3/06 | Jack Hansen 03/24 |
| Mary Kurtzner 3/07 | Mike Sedlak 3/24 |
| Pat Neis 3/10 | Kurt Schneider 3/24 |
| Dave Kayson 3/12 | Bobby Lathrop 3/26 |
| Noreen Dodaro 3/13 | Mel Merzon 3/27 |
| Wayne Seyller 3/14 | Joe Pawlak on 03/27 |
| Diane Aubert 3/17 | Bobby Zambreno Jr.3/28 |
| Alan Avery 3/18 | Carl Geiger on 03/30 |

NEW MEMBERS

[memberships - 170; members - 244]

Kurt Schneider
3524 Wilshire Dr, Palatine, IL 60067-4764
847 358-5917 - EMail: redtr4@comcast.net
63 TR4

John Withrow
14801 Summit Oaks Dr. Burnsville, MN 55337-4789
952 221-8505 - EMail: endoboy@comcast.net
80 TR7, 80 TR8

Bill Kolton
824 Red Barn Ln. Elgin, IL 60124-6551
EMail: bk824rbl@wowway.com- Looking for a TR



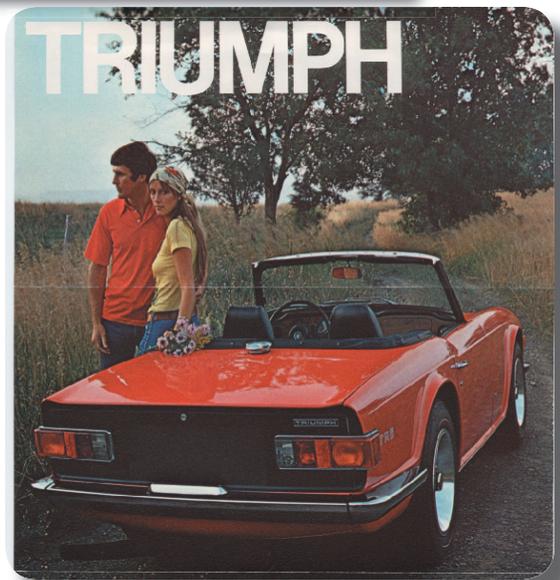
COMING IN YOUR APRIL NEWSLETTER

- Important News on Newsletter Subscription Rates**
- Bowling Party Report**
- Steve Yott Writes on Rebuilding the TTA Motor**
- TRans Clinic**
- Con "TR" ibutions from Across the Pond**
- Screamer Tells About His "Little Red Car"**
- Don Shelton Shares a Road TRip Story**

Lots More Stuff

On sale at better newsstands March 30th

Dues for the fiscal year 2009 must be paid by March 31st, 2009. If you have joined since Sept. 2008, your membership is good for the year 2009. If you are unsure of your membership status, contact Tim Buj



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 Forums and other "Members Only" material.

[ONLINE ROSTER ACCESS INFO](#)

SNIC
BRAAAPP

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

THE REAR VIEW MIRROR

MARCH 2009



*MIKE "TOOFUS" MUELLER IN HIS 1973 TR6 ON THE WAY TO
THE 2007 HEARTLAND BRITISH CAR SHOW BOB STREEPY PHOTO*