



# SNIC

# BRAAAPP

## JANUARY 2013

Vol. I Issue No. 487

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

## ISOA Go KART CHALLENGE IV

TEXT AND GRAPHICS BY BOB STREEPY



**A** MERE HALF DOZEN COVENTRY IRREGULARS SHOWED UP to participate in the 2012 North American Go Kart Challenge. It should come as no surprise that each of the ISOAers who attended the final club social function/driving event of 2012 were all affiliated with Team Bondo, ISOA's semi-official TR 7 race team. Rusty Galore Hotshoes Mark Fisher, Lori Ann Fisher, Roger Briggs, and wrenchers Roman Hrynewycz and Tim Mantel were joined by team photographer Denise Allgaier at the Grand Prix indoor go kart track located in Melrose Park on Sunday, Dec. 2nd, a couple of hours prior to the monthly ISOA general memberships meeting.

After donning their race suits and helmets, the ISOAers took to the track for three heats of six laps each in their propane powered go karts. The track had been reconfigured since our last outing with a few additional bends and twists added for good measure. The new circuit

proved quite challenging, and the drivers seemed pleased with the layout. Indeed. In addition to the ISOAers, there were three civilians who had clearly done this before as evidenced by their blistering times. The non-ISOA contingent also appeared to confuse racing with bumper cars, since they were not averse to random contact for no apparent reason other than to jar the bones of our drivers, although there no ER trips were required [*this year.*]

Despite some aching shoulders and a few assorted contusions, the Coventry Irregulars were unanimous in their agreement that it was a great time, which could only have been made better by the presence of more club members. In all likelihood, this event will be on next year's calendar, most likely in December if for no other reason than it requires no actual planning or work on the part of the events planning committee.



### INSIDE YOUR JANUARY

### SNIC BRAAAPP

- Rumpus gets a trans rebuild
- Roman's Farewell Address
- "Re-tire"ment information

Lots More Stuff

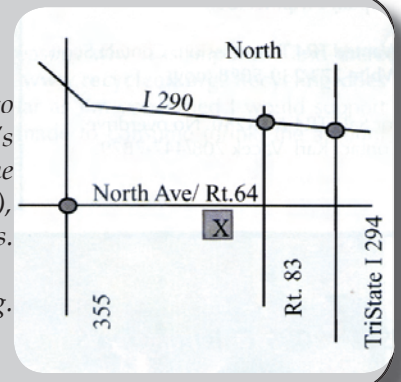




## ILLINOIS SPORTS OWNERS ASSOCIATION

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

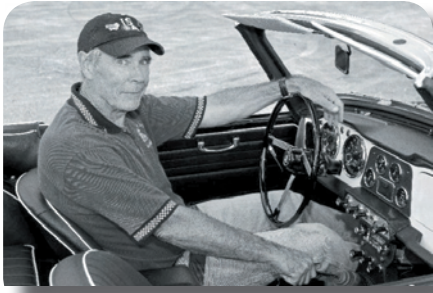
Month	Date	Day	Time	Event
JAN.	1ST	TUES.	11:00 AM	OUTER DRIVE HERO'S DRIVER CLUB HAPPY HANGOVER HASSEL RALLY - NORTHERLY ISLAND
	6TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	19TH	SAT.	8:00 AM	DIFF CLINIC - HOLEKAMP'S, 133 DANADA DR., WHEATON.
	26TH	SAT.	6:00 PM	2013 BIG BASH, MORETTI'S - 1175 W. LAKE ST., BARTLETT
FEB.	10TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00] <b>NOT THE FIRST SUNDAY</b>
	16TH	SAT.	8:00 AM	TRANS DISSASSEMBLY & DIAGNOSIS CLINIC - YOTT'S 412 CARLA CT., SILVER LAKE, WI
	24TH	SUN.	8:00 AM	17TH ANNUAL ALL BRITISH SWAP MEET & AUTO JUMBLE - DUPAGE CTY. FAIRGROUNDS
MAR.	3RD	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	9TH	SAT.	8:00 AM	TRANS ASSEMBLY CLINIC - YOTT'S 412 CARLA CT., SILVER LAKE, WI
	TBA	SAT.	8:00 AM	CARB CLINIC - JENSEN'S 903 LILAC LANE, JOLIET
APR.	7TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA		3:00 PM	TASTE OF ISOA - MORGAN'S 4N154 THORNAPPLE LN., ST CHAS.
	TBA			DISTRIBUTOR CLINIC
	20-1			CHUMP RACE CAR SERIES - ROAD AMERICA, ELKHART LAKE, WI
	31ST	WED.	3:00 AM	HOUSE ON THE ROCK TOUR XXXVII
MAY	5TH	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	TBA	SAT.	8:00 AM	TUNE UP CLINIC
JUNE	3RD	SUN.	7:00 PM	ISOA GENERAL MEMBERSHIP MEETING [BOARD 5:00]
	12-15	TU.-FRI.		TRA CONVENTION - Kenlake Resort & Lodge, Auroara, KY

**SNIC BRAAAPP®** is the monthly newsletter of the Illinois Sports Owners Association, an organization dedicated to the preservation and enjoyment of Triumph Sports Cars. Pictures, descriptions or accounts from this publication may not be reproduced without written permission. Member submissions are welcome, but the editor reserves the right to modify content to fit the space available. Contributions received after the 10th of the month will probably appear in the following issue, if at all. Technical material is provided for reference purposes only and should be utilized advisedly, if at all. Opinions offered are those of the author's and may not express the views of the ISOA board or the editorial staff of SNIC BRAAAPP Questions, comments, concerns, or great thoughts should be directed to:

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



BY SNIC BRAAAP EDITOR BOB STREEPY

INEVITABLY WE ARE ALWAYS CONFRONTED with mixed emotions as we prepare our annual January monthly scribblings. Like the two headed Roman god Janus, for whom the first month of the year is named, we stare [somewhat schizophrenically] back at the preceding year while gazing forward into the year before us. The collage on page 2 of this month's newsletter represents only the tip of the iceberg of the plethora of events that ISOAers participated in during the year 2012. The graphics are perhaps as significant for the proceedings that did not make the cut as much as they are for those which they represent. There are shots of clinics, parties, car shows, drives, along with photos of Coventry Irregulars involved in all sorts of "triumphant" activities. Skimming through the last 12 issues of Snic Braaapp provides us with quite a bit of 2012 nostalgia.

Last year, we kicked things off on January 1 as several ISOA Triumphistae took part in the annual New Year's Day Rally in Chicago. We held our annual Big Bash Gala in January of last year, and it was widely hailed as the social function of the year by those in attendance. Last year saw a two-part hub clinic, a carb clinic, a distributor clinic, and a tune-up clinic all of which were designed to help us make it through the driving season without suffering

from the dreaded "Curse of Lucas."

There were ISOA road trips galore, beginning with a trip to Atlanta to view vintage racing, a junket to TRA in North Carolina, a caravan to Canada to attend the Six pack TRials, and a journey to Texas to participate in the 2012 VTR convention. There were also day trips to Champaign, Sussex, South Bend, and Kalamazoo along with a breakfast tour, a trip to Black Hawk Farms, the drive-in movie night, a Michigan wine tasting outing, and an excursion to Ravinia. There were numerous car shows, many of which were chronicled on the pages of this fish wrap. Our annual pilgrimage to Sycamore, politically incorrectly referred to as "White Trash Night," took place in August, and the club saw perhaps it's largest turnout at the BCU Festival held at Harper Community College in Palatine this year.

2012 will also be remembered as the year in which ISOA held its first and quite likely only monthly meeting under the stars as a result of flooding that prevented us from convening in the garden level of Mack's Golden pheasant. Those who attended will probably not soon forget the soothing background audio provided courtesy of O'Hare airport. Sadly 2012 will also be remembered as the year in which we lost some popular members of ISOA permanently. Dave Kayson and Pete Eckstein will certainly be sorely missed.

In 2013 we will welcome Mark Hattenhauer to our Board of Directors who will fill the slot previously held by Joe Pawlak. Joe will step down after serving the club for more than a decade as a board member, newsletter editor, president, and all around technical wizard. Joe's contributions to ISOA are immeasurable, and his presence on the board will surely be missed. Roman Hrynewycz will also retire as president, and his position will

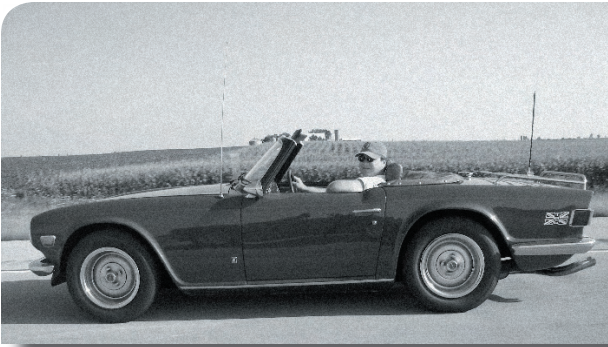
be filled at the January meeting. We thank Roman for doing an excellent job as our chief executive, and on a personal note, for providing this newsletter with timely and insightful columns for the last 24 months.

Unquestionably, 2013 will in many ways replicate many of the activities that have become part of the fabric of ISOA. There will be more clinics, more car shows, more parties, and more drives during the next 12 months. There will be new faces in the crowd at the monthly meetings and probably a few empty chairs left by people who moved away or who have simply found other interests. Still, our club remains extremely vibrant, so let us all raise a glass to the hope and promise of continued good times in 2013.



*Suds*

*Ed note: A few sharp-eyed readers may have noticed a vaguely different look to this month's birdcage liner. The editorial board voted unanimously to upgrade the appearance of the newsletter. However, due to severe budgetary constraints, they did not authorize the expenditure of any funds for this makeover. Consequently, to avoid going over the fiscal cliff, we have changed fonts in a feeble endeavor to give SNIC BRAAAP a new look without actually having to do any, you know, work.*



ROAMIN' WITH ROMAN

BY ISOA PRESIDENT  
ROMAN HRYNEWYCZ

ONCE AGAIN WE ARE AT THE beginning of a new year. As with the start of any new year, we need to expect some changes. Some of these changes may be unwelcome such as a slew of new taxes and regulations, while others can bring refreshment to a group such as ours. The start of 2013 brings with it a slightly updated ISOA Board of Directors. One of the big changes here is that Joe "the Stagmeister" Pawlak did not wish to retain his seat, so he did not run for re-election. This is an adjustment not only for Joe but also for the club as a whole. Personally, I do not know how long Joe has been a member of the board. I am sure it has been a long time because since I have been part of this august group, he has always been there. In appre-

ciation, I would like to thank Joe for all of his years of hard work and dedication to the club and for his efforts in helping to guide the board through our endeavors. I do hope that he continues to share his knowledge with us and remains

a vibrant and visible member of this club. Filling the vacancy left by Joe's departure will be Mark "Painless" Hattenhauer. I look forward to working with Mark and having his input and ideas as our newest member. I would also like to congratulate all of the returning members on their selection by the membership.

With this slightly revamped Board of Directors, there will be a more radical change in the leadership. I will be stepping down as the president of ISOA. As I write this, a new president has yet to be selected, and that will happen at the January board meeting. I am very grateful that many of our members did continue to attend the meetings, and that I did not scare away or bore too many of you. I will say this; it has been a very nice experience for me. When I took up the position presiding over my first meeting, I was very

nervous to say the least. I was not accustomed to speaking in front of an audience nor trying to maintain some level of order within a group. I'm usually the guy in the peanut gallery who has some sort of off-hand comments, though not a heckler. When I did screw up, and there were many of those times, you did not beat me up too much for it, and for that, I wanted to thank you. It took me awhile to settle into the role of meeting moderator, and maybe I never really did calm down, but looking back at it all, it should have never bothered me. I should have realized all along that all I was doing was standing in front of a room full of my friends and having a good time. You have all been so wonderful, and as I have stated in the past, this is just a great bunch of people.

So to the incoming president, whoever that will be, I offer this small piece of advice. Don't sweat it! We are all friends here.

Thanks for reading my random meanderings in this column and putting up with me as your president for these past two years.

*Junior*



IN MEMORIAM - PETE "PEETSO" ECKSTEIN 1954-2012

SNIC BRAAAPP is sad to announce the passing of long-time ISOA member Pete Eckstein. Pete was a former member of the ISOA board and was a frequent participant in club activities. He is survived by daughters Liz and Kate, brothers Kurt and Jim, and fiance Livia Krulac. Services have been held.



BILLY JACK

By, DAVE "RUMPUS" KANZLER

PHOTOS BY THE AUTHOR AND BOB STREEPY



I'M SURE ALL OF US REMEMBER THE hit movie "Billy Jack" from the early 1970's. An ex-Green Beret strong, silent type protects an Indian Reservation hippie school for runaway teenagers from the wild-mustang-killing evil town-dwelling rich guy with the spoiled Corvette-driving son. Billy Jack was the karate expert spiritual-pacifist-type who kicks ass and ends up saving the day.

As I was pulling out of Steve Yott's driveway with my newly-rebuilt J-Type transmission seeking inspiration for a promised article on this topic, the movie's theme song, "One Tin Soldier" started playing over the radio via Kenosha's WILL Rock 95.1. Suddenly, it came to me like a flash, like a vision burnt across the sky; Steve Yott is ISOA's Billy Jack. It certainly has proved true for me over the last month, rescuing me from the clutches of the incompetent and shabby workmanship of town-dwelling mechanics.

A bit of background: Several years ago I had my 1974 TR6 ("Rumpus") frame-on restored by a shop in Texas (engine and differential rebuilt, the car painted, a new interior and various other things done). Since then, I have

had the car serviced by a guy in Oak Park, who has supposedly been working on Triumphs for almost 50 years, generally with the instructions to, "do what needs to be done, and make sure the car is safe."

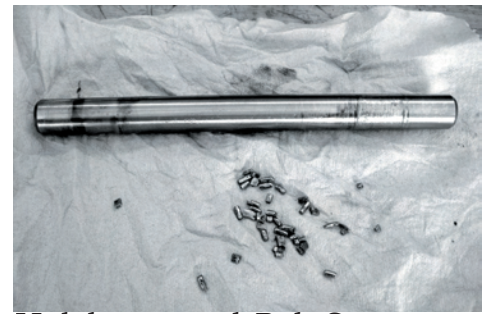
Last year, Rumpus starting popping out of first gear randomly. Thoughts of the movie "Christine" came to mind, but mostly I just ignored/wished the problem away. A few months ago, I was driving her, and while in first gear, I heard what sounded like gravel being turned slowly in a metal pipe. A call to the guy in



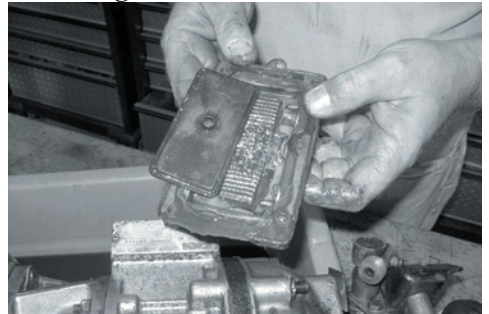
Texas indicated a "bad main shaft bearing" and that I likely needed a transmission rebuild. I checked around and got quoted prices up to \$3,000 to rebuild it. I sent out a SOS on the ISOA e-mail blast and received several recommendations to reach out to Steve. Steve also emailed me with an offer of assistance.



Long story short, I set up a meet at Steve's house, a.k.a. the "Silver Lake Ultimate Triumph Center" with Jay



Holekamp and Bob Streepy to pull the transmission and confirm the diagnosis. Roman Hrynewycz kindly joined the party as did Jim Doering, Jack Billimack and a few



other Coventry Irregulars who hang out at Steve's on Saturday mornings. The transmission was out and on the table in no time at all. I'm embarrassed to say that my contribution was limited to buying lunch, since my wrench turning skills are limited, and Steve has a sign in his garage which warns that his shop rate



goes up if the customer touches anything and/or gives advice! The picture of the large metal bits on the table confirmed the diagnosis, and in no time at all, Steve had the transmission apart, and Bob was cleaning the housing in the

parts cleaner. We all went to lunch and were joined by some other ISOA'rs to talk cars, airplanes, the unseasonably warm weather, but thankfully no politics (hint, hint). Jay kindly drove me home and regaled me with stories of his travels from some of the world's more exotic locations while on the payroll of McDonald's.

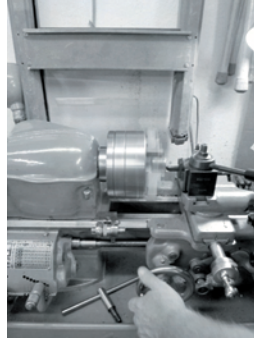
A few days later, Steve emailed me with a list of other things needing attention with the car and would I like him to take care of them: rotted brake lines, unsafe seat installation, insufficiently welded passenger side floor/rocker joint, un-fused electronics, missing passenger side



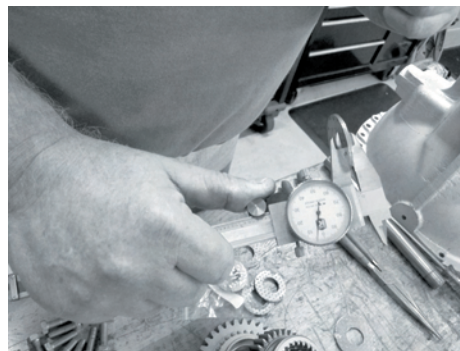
door check stop, missing exhaust h a n g e r s y s t e m , install electronic ignition system, and a few other items.

Please refer to the paragraph above about the two separate shops having done extensive work with no small amount of money expended, and yet I was driving around a ticking time bomb. I specifically asked about several of those items. For example, I asked the Oak Park guy about my need to keep topping off the brake fluid, and he told me it was just "cold weather winter shrinkage of the seals, and everything was fine." Apparently, there were a few missing mounting bolts here and there as well. I asked Steve to please fix whatever he thought needed fixing.

A few weeks later Steve emailed me that the car was ready, and on the warmest December 1st I can remember, I got a ride up to Steve's with Bob where we generally philosophized about life, mistaken identity, wine, women and song. Roman again joined up to help out. Having absorbed a few things by osmosis (lefty loopy, righty tighty), I actually helped out a bit this time by removing and reinstalling the air cleaner before and after Steve added choke return springs to the carbs. He also fixed some bad ground issues in the tail lights.



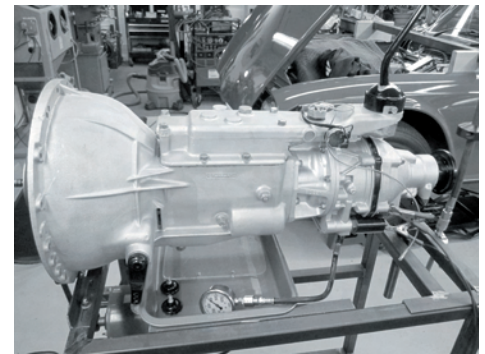
With Steve's garage basically serving as the white guys' version of the movie "The Barber-shop" where men gather to hang out on Saturdays and escape the female influences in our lives, we were once again joined by more



ISOA'ers and had a fine lunch at the Bristol 45 Diner where the highlights for me were a) the food, b) Roman's tales of flying model airplanes, and c) the refusal of everyone to let me pick up the tab (my CPA heart is what it is!).

I can't help but think how lucky the club is to have people

like Steve (and Bob, Jay, Roman, et al), who are always there to help out. Steve's bill for the work done was extremely reasonable, but more importantly is his high standard of workmanship. Nothing leaves his garage done half-assed. I drove south with the knowledge that Rumpus not only had a better-than-new transmission, but it was a much safer car than when I drove it up north. Thanks to everyone who helped out, and thank you Steve for being the "Billy Jack" of Triumph owners.



*Rumpus*

*Ed Note: There may be an article in a future issue of The Vintage Triumph on Dave's transmission rebuild that details the work that was done on this gearbox. Among other things, the countershaft was worn excessively, and the "swarf" from the shaft was floating among the internal components and causing the unit not to function properly. The shavings had also gotten into the J-type overdrive, necessitating a rebuild of the OD unit in addition to the transmission. The undamaged parts were all meticulously cleaned, bead blasted, rewashed, and lubricated before final assembly. During assembly, all tolerances were measured and adjusted so that every component was within factory specs. [In some cases, this required machining on Steve's lathe or milling machine.] The unit was also bench-tested before installation.*



THE TEXT BELOW IS A SPECIAL "ENCORE" PRESENTATION OF AN ARTICLE THAT APPEARED IN THE SUMMER 2004 MOSS MOTORS PUBLICATION "BRITISH MOTORING." AND WAS PRINTED IN THE MAY, 2005 ISSUE OF SNIC BRAAAPP

## MODERN TIRES FOR CLASSIC SPORTSCARS

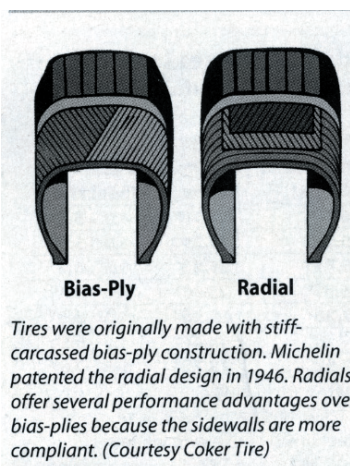
### Re-shoeing with radials

By Kelvin Dodd

ONE OF THE MOST FREQUENTLY asked questions faced by the Moss Motors technical department is, "What size tire should I buy?" In response, here's a size-matters look at the four black round things that keep your sportscar from dragging on the ground.

Luckily, British sportscars were originally designed with a fairly limited range of wheel and tire combinations (see OEM Sizes chart). So, we can begin by lumping some applications together. In the interest of simplicity, the original fittings are followed by some caveats. (Purists please note: We are quite aware of the minor production differences and have chosen the most popular OE sizes.)

### BEHIND THE NUMBERS



Tires were originally made with stiff-carcased bias-ply construction. Michelin patented the radial design in 1946. Radials offer several performance advantages over bias-plys because the sidewalls are more compliant. (Courtesy Coker Tire)

These factory-fitment tires have Numeric System sizing. The first digits indicate the nominal cross-sectional width of the tire, and the

Radial Recommendations	
Here are tire sizes that will ensure safe handling and maintain an original look.	
A-H Sprite/MG Midget and Triumph Spitfire with stock 4" steel or wire wheels	145/80 or 155/80
Later Triumph Spitfire with 4.5" or 5" steel wheels	165/80 or 175/70
Triumph TR7/TR8	The original 185/70 tires are readily available. 205/60 tires may be safely fitted.
Early MGB with 4" steel wheel	155/80 or 165/80
MGB with wire wheels	165/80 or 175/70
MGB with "Rostyle" 5" wheels	175/70 or 185/70
MGB with 5.5" alloy wheels	185/70 or 195/65 (check for clearance on the inner and outer rear fenders)
A-H 100, MG TD/TF, MGA, TR2-4 with original early 4" steel or 48-spoke wire wheels	155/80 or 165/80
A-H 100/100-6, MGA, TR2-4A with 4.5" steel or 60-spoke wire wheels	165/80 or 175/80
A-H 100-6, MGA, TR2-4A with 5.5" 72-spoke wire wheels	175/80, 185/70, 195/70 (check for clearance on the wider tires)
6-cylinder Jaguar E-Type, TR250/6 with original 5.5" wheels	185/80, 195/75, 205/70
12-cylinder Jaguar E-Type and XJ sedan	205/70

$$\text{Tire Diameter} = (\text{Cross-Section Width} \times \text{Aspect Ratio}/100) \times 2 + \text{Wheel Diameter.}$$

last digits are the wheel rim diameter. The approximate diameter of the tires can be determined by digging into auld tire lore. An aspect ratio is the percentage of the section height to section width, and Numeric System tires had a nominal 88-92 aspect ratio. Compare this to modern tires with 50-60 aspect ratios (commonly called "series") and it becomes obvious that your classic chariot was designed to operate on tires that were very tall and skinny in comparison to the rubber strips masquerading as tires on today's sport-compact street racers.

Original-style bias-ply (known to Brits as "cross-ply") tires have a much narrower tread width

or contact patch than modern radial tires. This becomes an important issue when understanding the loading experienced by early suspension designs. With a typical tread width of less than 4", the original bias-ply tires break free easily, reducing the loading on the wheels and suspension. Watching early sportscar racing footage shows that the current sport-compact "drifting" craze is far from a modern phenomena. Going sideways around corners with the tail hanging out was the real test of sportscar driving. Even with these early tires, wheel failure was a problem, and most manufacturers had to increase wheel strength to withstand spirited driving.

As tire technology advanced, these changes influenced factory chassis engineering. Radial tires were first fitted as options, then later as standard equipment.

The first radial tires to see service on British sportscars were labeled in the Metric Sizing System, which again did not have a stated aspect ratio. By this time, "low profile" tires were popular, and the aspect ratio ranged from 78 to 82 depending on manufacturer and date, the earlier tires being taller. Comparing the original-fitment radial tires with the earlier OE bias-ply sizes shows how little the diameter—and hence, gearing—changed (see Original Fitment Sizes chart, page 18).

Unfortunately, many of the original sizes are no longer available, so wider, lower-profile tires are substituted. The resulting domino effect causes changes in gearing and steering effort—and often a decrease in safety and handling. Much of these



## OEM Sizes

Application	Size
A-H Sprite/MG Midget and Triumph Spitfire	5.20x13
MGB	5.60x14
Austin-Healey 100-3000, MG TD/TF, MGA, TR2-TR4	5.90x15
Jaguar E-Type	6.40x15

## Original Fitment Sizes

Designation	Aspect Ratio	Width	Diameter
5.20x13	90	5.20"	22.36"
145R13	82	5.71"	22.36"
<b>5.60x14</b>	<b>90</b>	<b>5.60"</b>	<b>24.08"</b>
<b>155R14</b>	<b>82</b>	<b>6.10"</b>	<b>24.01"</b>
5.90x15	90	5.90"	25.62"
165R15	82	6.50"	25.65"
<b>6.40x15</b>	<b>90</b>	<b>6.40"</b>	<b>26.52"</b>
<b>185R15</b>	<b>82</b>	<b>7.28"</b>	<b>26.94"</b>

\* Recommended fitments are in bold.

cars' charm comes from their nimble feeling, which is often lost with overly wide tires. Heavy low-speed steering and a lack of crispness when cornering are symptoms of too wide a tire. At a certain point, wider isn't better, and it's important to check wheel widths and choose tires that are matched correctly to the wheel. In some cases this means ordering tires from companies that specialize in vintage tires because modern radials are too wide to be safe on the original wheels.

## Typical Modern Tire Sizes (actual sizes vary by manufacturer)

### Modern 13" Tires

Original 5.20x13 Tire Diameter Approx. 22.5"

Size	Width	Diam.	Wheel Width
<b>145/80R13</b>	<b>5.71"</b>	<b>22.13"</b>	<b>4.0"-5.5"</b>
<b>155/80R13</b>	<b>6.10"</b>	<b>22.76"</b>	<b>4.0"-5.5"</b>
<b>165/80R13</b>	<b>6.50"</b>	<b>23.39"</b>	<b>4.5"-5.5"</b>
165/70R13	6.50"	22.09"	4.5"-5.5"
<b>175/70R13</b>	<b>6.89"</b>	<b>22.65"</b>	<b>5.0"-6.0"</b>
175/60R13	6.89"	21.27"	5.0"-6.0"
185/70R13	7.28"	23.20"	5.0"-6.5"
<b>205/60R13</b>	<b>8.07"</b>	<b>22.69"</b>	<b>5.5"-7.5"</b>

- Recommended fitments are in bold.
- Wire wheels and early Sprite/Midget and Spitfire steel wheels were 4.0" wide. Rostyle and later Spitfire wheels were 4.5" wide.
- The 1980 Spitfire was fitted with 5.0"-wide steel wheels.
- TR7s/TR8s were fitted with 5.5" wheels.

### Modern 14" Tires

Original 5.60x14 Tire Diameter Approx. 24.0"

Size	Width	Diam.	Wheel Width
<b>165/80R14</b>	<b>6.50"</b>	<b>24.39"</b>	<b>4.0"-5.5"</b>
165/65R14	6.50"	22.44"	4.0"-5.5"
175/80R14	6.89"	25.02"	4.5"-6.0"
<b>175/70R14</b>	<b>6.89"</b>	<b>23.65"</b>	<b>4.5"-6.0"</b>
175/65R14	6.89"	22.96"	4.5"-6.0"
<b>185/70R14</b>	<b>7.28"</b>	<b>24.20"</b>	<b>5.0"-6.5"</b>
185/65R14	7.28"	23.47"	5.0"-6.5"
185/60R14	7.28"	22.74"	5.0"-6.5"
<b>195/65R14</b>	<b>7.68"</b>	<b>23.98"</b>	<b>5.5"-7.0"</b>
195/60R14	7.68"	23.21"	5.5"-7.0"
205/60R14	8.07"	23.69"	5.5"-7.5"

- Recommended fitments are in bold.
- Early MGB roadster steel wheels were 4.0".
- Wire wheels and early GT steel wheels were 4.5".
- Rostyle and Alloy wheels are 5.0"

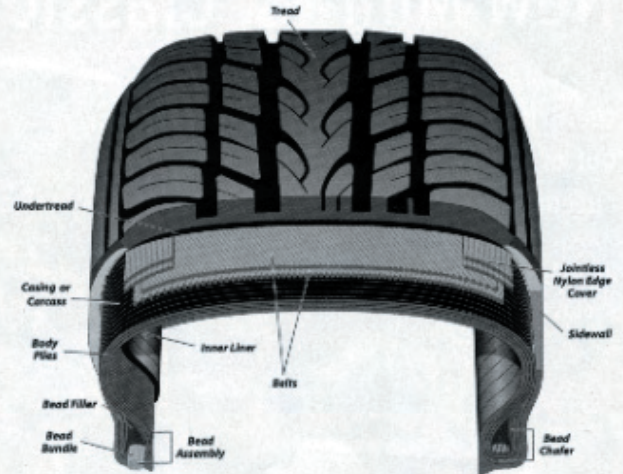


Numeric sizing was the standard through the late-sixties. Section widths ending in zero were 92-series, and 82 aspect ratios were indicated by section widths ending in numbers other than zero. (Courtesy Yokohama)



Metric sizing uses millimeter measurements instead of inches. P-metric sizing appeared in 1976 for small cars that require higher inflation pressures. (Courtesy Yokohama)

## Anatomy Of A Radial Tire



(Courtesy Yokohama)

Matching factory tire diameter is also necessary to retain correct odometer accuracy, ride height, and final-drive gearing. Aesthetically, a tire that's too short may look out of place in the wheelwell. The Typical Modern Tire Sizes charts that follow on page 18 give calculated dimensions of available tires; compare these diameters and recommended wheel widths. (Wheel width is measured between the two bead mounting surfaces of the wheel, not from edge to edge.)

When completing a restoration, many choices affect safety. Maintaining the car's original look and handling are important to many restorers, yet when it comes time to choose tires, cost and availability often outweigh aesthetics. Luckily, a few companies (some of which are listed below) specialize in stock, period-correct bias-ply tires for British sportscars for those who want to accurately restore early cars. If driving safety is a priority, though, modern-tech radials are available that fit well and offer increased handling and safety. Just don't be tempted to install an incorrect-size tire because it's on sale. Use this article to help enjoy your sportscar the way its engineers intended.

## Typical Modern Tire Sizes (cont'd) (actual sizes vary by manufacturer)

### Modern 15" Tires

Original 5.90x15 Tire Diameter Approx. 25.6"

Size	Width	Diam.	Wheel Width
<b>155/80R15</b>	<b>6.10"</b>	<b>24.76"</b>	<b>4.0"-5.5"</b>
<b>165/80R15</b>	<b>6.50"</b>	<b>25.39"</b>	<b>4.0"-5.5"</b>
<b>175/80R15</b>	<b>6.89"</b>	<b>26.02"</b>	<b>4.5"-6.0"</b>
175/65R15	6.89"	23.96"	4.5"-6.0"
<b>185/70R15</b>	<b>7.28"</b>	<b>25.20"</b>	<b>5.0"-6.5"</b>
185/65R15	7.28"	24.47"	5.0"-6.5"
<b>195/70R15</b>	<b>7.68"</b>	<b>25.75"</b>	<b>5.5"-7.0"</b>

- Recommended fitments are in bold.
- A-H 100, MG TD/TF, MGA, and early TR2-4 were equipped with 4" steel or 48-spoke wire wheels.
- Later A-H 100-6/3000, MGA, and TR3-4A were equipped with 4.5" steel or 60-spoke wire wheels.

### Modern 14" Tires

Original 6.40x15 Tire Diameter Approx. 26.5"

Size	Width	Diam.	Wheel Width
<b>185/80R15</b>	<b>7.28"</b>	<b>26.65"</b>	<b>5.0"-6.5"</b>
<b>195/75R15</b>	<b>7.68"</b>	<b>26.52"</b>	<b>5.5"-7.0"</b>
195/70R15	7.68"	25.75"	5.5"-7.0"
195/65R15	7.68"	24.98"	5.5"-7.0"
195/60R15	7.68"	24.21"	5.5"-7.0"
<b>205/70R15</b>	<b>8.07"</b>	<b>26.30"</b>	<b>5.5"-7.5"</b>
205/60R15	8.07"	24.69"	5.5"-7.5"

- Recommended fitments are in bold.
- TR250/6 were fitted with 5.5" steel and 72-spoke wire wheels.
- 6-cylinder Jaguar E-Types and early sedans were fitted with 5" wire wheels.
- 12-cylinder E-Types and the XJ series were fitted with 6" wheels.

## Sources

- Coker Tire, (800) 251-6336, [www.coker.com](http://www.coker.com)
- Hoosier Tire, (574) 784-3152, [www.hoosiertire.com](http://www.hoosiertire.com)
- KelseyTire, (800) 325-0091, [www.kelseytire.com](http://www.kelseytire.com)
- Michelin, (800-847-3435), [www.michelin-us.com](http://www.michelin-us.com)
- Yokohama, (800) 366-8473, [www.yokohamatire.com](http://www.yokohamatire.com)



# BIG BASH 2013

WHAT: The Annual ISOA Party & Awards Night

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

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

Dinner at 7PM -Main course - including

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



Special after dinner entertainment by

## *The Spinal Tappets*

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

The cost for the Bash is only \$35.00 per person. You may also pay your 2013 dues with the same check. [EG - two dinners @\$35.00, plus next year's dues @\$35.00 = \$105.00. Make checks out to ISOA.] Complete and detach the form below and bring to the Jan. meeting or mail no later than January 13th to:

KIM JENSEN, 903 LILAC LANE, JOLIET, IL 60435



Name \_\_\_\_\_

Name \_\_\_\_\_



TRIUMPH REGISTER OF AMERICA  
**TIBL**

**TRIUMPHS BETWEEN THE LAKES**

JUNE 12-15

**Great Lakes TRIals**

**Preliminary Itinerary**

**Thursday:**  
Registration  
Welcome Party

**Friday:**  
Membership Meeting  
Road Rallye & British Pub Lunch  
Dinner Treat  
Evening Shenanigans

**Saturday:**  
Car Show in Empire  
Afternoon on your own to explore  
• Lighthouse & Winery Tour  
• Coast Towns for Shopping  
• Driving the Fabulous Back Roads  
• Sleeping Bear Dunes National Park  
• Pierce Stocking Drive  
• Dune Climb  
• Many Trails and Beaches  
Evening Awards Banquet

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

Where: The Leelanau Peninsula Michigan  
Who: The Great Lakes Triumph Roadsters  
Mark & Terri Anderson - Event Chairmen  
Contact: [Mark@GLT.com](mailto:Mark@GLT.com)  
(977) 264-4180

Host Hotel: Holiday Inn West Bay  
619 East Front Street  
Traverse City, MI 49686  
(800) 468-9320

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

**VTR National**  
San Francisco Bay Area  
**TRIUMPH EST 2013**

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

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

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

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

**Swap Meet and Autojumble**

sponsored by the Chicagoland MG Club

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

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

Upon receipt of your registration form and payment, you will be sent an acknowledgement and vendor information package.

For information call Jim Evans 630-858-8192 or [www.britishcarswap.info](http://www.britishcarswap.info)

**CELEBRATION OF AUTOMOBILES**

**INDIANAPOLIS MOTOR SPEEDWAY**  
MAY 11, 2013

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



Dear Editor,



Now that we seem to have some free time on our hands, we figured we'd hire ourselves out to emcee weddings, bar mitzvahs, banquets, etc. We heard that your ISOA Big Bash is one of the largest social spectaculars in North America, and we are offering our services as professional entertainers to liven up your party. We're really clever at making prank calls to unsuspecting folks who often believe we are someone else. Trust us, it's a hoot! What do you say? We have excellent references, and



we just killed at our last gig. Mel Greig and Michael Christian

Dear Mourning team,

While it may be true that at one time sophomoric hijinks might have been marginally amusing to some of our membership, we are a kinder and gentler club today, and the prank call humor thing has kinda worn thin in case you hadn't noticed. Besides, we've already worked out a great gag bit where I talk to an empty chair as if Earl Wright is sitting there. It'll be a gas.

P.S. If you're the least bit troubled over the end results of your latest little stunt, we suggest you check with Rush or Billo. Whenever their little diatribes result in tragedy [See Dr. George Tiller assassination and/or Henry Hamilton suicide], they seem to be to able deal with unintended consequences without any difficulty.

Ed

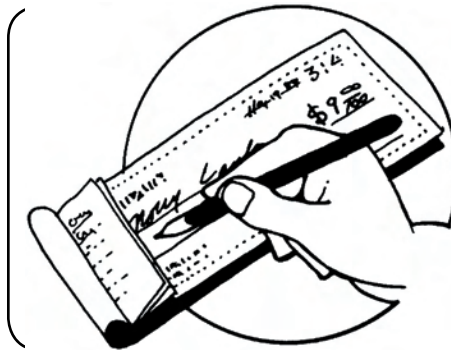


**2013 ISOA BOARD OF DIRECTORS**

- Jack Billimack\*
- Tim Buja\*
- Peter Conover
- Kim Jensen
- Mark Hattenhauer
- Jay Holekamp
- Roman Hrynewycz\*
- Irv Korey\*
- Bob Streepy\*

2013 Officers will determined at the January Board Meeting

\*past president



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

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

**Jack gets the bad news from Steve about his TR4A motor.**

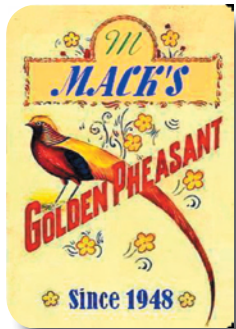




DECEMBER 2012

MEETING NOTES BY ISOA SECRETARY  
PETER "MAESTRO" CONOVER

THE DECEMBER ISOA MEETING, THE final meeting for 2012, was called to order for the last time by President Roman Hrynewycz at 7:10pm.



Roman is hopeful that by the next meeting in January, his term as President will have concluded after 2 exemplary years at the helm. The weather being exceptionally warm for

December, resulted in an unusually high number of members driving their Triumphs to the meeting.

There were no guests or new members in attendance. In observance of the holiday season, gifts were presented to Cheryl and Erin, the two Mack's servers that so affably take care of our drink and food desires throughout the year.

Since for the most part it's past the driving events season, many members have begun their winter time maintenance projects: Having looked into the cost of Jet-Hot coating his new headers, Tim Mantel is investigating a do-it-yourself ceramic coating kit, and he will report back to us once he tries it out; Mark Fisher reported on the progress of the Rusty Galore team has had in righting (literally) her frame after the collision during last month's Chumpcar Race at Road America; Jack Billimack has plans to work on his TR4A engine, overdrive, windshield, and top; Dennis Delap is proceeding to make his TR4 racecar street worthy; and I am in the process of investigating the oil leak from my Aston.

In the dwindling reports of recent past events, Greg Fantozzi, as one of the beneficiaries, spoke glowingly on the recent Electrical Troubleshooting Clinic held at Joe Pawlak's shop in St. Charles. Although there was almost universal praise for Joe and Tim Buja, the ISOA "techspurts" that facilitated the clinic, even more praise was heaped upon Kathy Pawlak for the excellent

lunch she provided, not to mention awe (and perhaps just a little dismay) at the quantity of food that was consumed. Murray Bruskin and Thanos Kourliouros spoke on the "Run to Brighton" held on November 4 organized by the North Shore chapter of the Antique Auto Club of America. The drive is held annually in honor of the original London to Brighton run held in November, 1896, to celebrate the raising of the speed limit from 4mph to 14mph. Although Murray and Thanos didn't participate in the actual drive, apparently, they did participate in the turkey lunch provided at the conclusion of the event. Lastly, Lorrie-Ann Fisher spoke on the 4th annual Go-Kart Challenge held at the Grand Prix indoor Go Kart track in Melrose Park, which occurred just prior to the meeting. About 6 ISOA members who participated indicated that they once again had a good time, in spite of some less than friendly driving by other non-ISOA participants who happened to be there at the same time.

Jack Billimack then went through the list of events upcoming in 2013, including the Hero's Hectic Holiday Hangover Hassle (the "best rally so far this year") presented by the Outer Drive Hero Drivers Club annually on New Years Day, a differential clinic to be held at Jay Holekamps "garagemahal" in Wheaton, and the annual Big Bash, this year to be held at Moretti's in Bartlett.

In the "cars and parts for sale/wanted" portion of the meeting, Jack (and Barb) announced that he had a Spitfire radiator and various Herald parts available, Mark Fisher indicated he had available various TR7 parts left over after Rusty's various improvements, and Dennis Delap needs an "R" and the badges for his new TR4 hood, as well as a headlight rim.

As per our by-laws, the December meeting is when elections are held for our next year's Board. 11 members were nominated during the November meeting. Following the distribution of ballots, the election was held and the votes counted during a short break. The results were announced, with Mark Hattenhauer joining the mostly unchanged roster, in the position vacated by long-time member Joe Pawlak, who has opted not to serve this coming year.

Teresa Fisher drew the winning ticket of this month's raffle held by Rick Paulsen.

In an attempt to "prime the pump" for nominations for this month's Boomer awarded, I nominated myself for leaking transmission fluid in the inside of my Aston while extracting the transmission. Unfortunately, no one else rose to the occasion - but since I nominated myself, I went home with a free drink ticket. Ha! So there! Even before nominations for this month's Peter M. Roberts award were called for, it was perhaps psychic (some might use other words...) that Al Christopher questioned where the actual award cup had gone. Having been won last month by Billy Pyle, the award was relegated to the storage room rather than being transported to Billy and Sheri's new residence in Tennessee. Unfortunately, the cup was mysteriously not to be found when retrieval was attempted before the meeting. As if he somehow had known, Al received not one, but two nominations in a row for this month's award: First, Jack Billimack nominated Al for his recent donation of multiple shop tools, and then Joe Pawlak nominated him for being perhaps the first member to replenish the supply of studs after borrowing the club's dent puller. Lorrie-Ann Fisher then nominated Roger Briggs for taking out "Olga," one of the aforementioned less than friendly non-ISOA competitors, at the go kart track. Finally, Dennis Hill nominated Joe Pawlak for hosting the electrical clinic. When it was pointed out that hosts traditionally do not receive the PMR award just for hosting ISOA clinics, Dennis amended his nomination to Kathy for the lunch she provided. In spite of the subsequent worthy nominations, Al won the election for this month's award.

After extending holiday greetings and New Year's best wishes to all, Roman adjourned the meeting at around 8:45.

*Maestro*



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

•**For Sale:** 2 1147 cc Triumph Herald engines. Spitfire 1500 radiator. Jack Billimack 815/341-2810 [jbillimack@comcast.net](mailto:jbillimack@comcast.net) [11/12]

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

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



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

John O'Lear 1/03  
 Dave Lushin 1/04  
 Tim Wietlisbach 1/05  
 Denise Gobberg 1/06  
 Josephine Barrett 1/07  
 Charles Murphy 1/08  
 Jeff Rust 1/08  
 Kathy Pawlak 1/11

Kep Preble 1/11  
 Steve Zunjic 1/11  
 Mike Konopka 1/18  
 Dave Zink 1/18  
 Dennis Hill 1/22  
 Rick Paulsen 1/23  
 Ken Briegel 1/24



A Triumph-ant visit

SUBMITTED PHOTO Standard Press  
 Drivers in downtown Burlington may have done a double take Saturday when at least a dozen Triumph sports cars lined the curb along Milwaukee Avenue. Members of the Triumph Car Club were in the city to visit the Logic Puzzle Museum. The English sports cars are no longer made, making them a collector's item for enthusiasts.

*Special SNIC BRAAAPP thanks to Kim Casper for spotting this graphic of ISOA Triumphs on the fall color tour that appeared in the Burlington Standard Press in Oct. of 2012*

**Membership Counts**  
 188 ISOA Memberships - 255 ISOA Members



**Snic Preview**  
 Coming in your February SNICC BRAAAPP  
 Available at sleazier newsstands

- Big Bash
- Outer Drive Hero's Rally
- Scooter Has an "Out of Body" Experience

**Lots More Stuff**



**ISOA TRIP TO TRIUMPH, IL - OCTOBER 2006**



**ROMAN HRYNEWYCZ IN TR6 AT MEADOWDALE RACEWAY SEPTEMBER 2012**



**PUFF & CASPER ON THE WAY FROM THE ORPHAN AUTO PICNIC - 2006**

**ISOA ON THE WORLD WIDE WEB**

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

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

[ONLINE ROSTER ACCESS INFO](#)

**Snic**

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

**Braaapp**

*THE REAR VIEW MIRROR*



*JANUARY 2013*

*THINK SPRING!!*