



Snic

Braaapp

MARCH 2013

Vol. III Issue No. 489

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

BIG BASH 2013

TEXT BY BOB STREEPY - GRAPHICS BY THE AUTHOR, JACK BILLIMACK, AND TERRY UNDERHILL



SOME 85 Coventry Irregulars, including Triumphistae from Michigan, Iowa, and Wisconsin, made their way to the far western suburb of Bartlett on Saturday, January 26, to attend the annual ISOA Big Bash. The event, which serves

as either the last holiday party of the old year or the first social function of the new year depending upon one's point of view, was held at Moretti's Restaurant on Lake Street, just east of Elgin.

Things got underway around 6:00 PM with cocktails and an icebreaker "Who Dat?" game created by co-hosts Mike Blonder and Terry Underhill. Participants were issued questionnaires, and they mingled amongst the partygoers to



try to answer questions about the backgrounds of various club members. Simultaneously, a version of "Name That Tune" created by Joe Pawlak featuring deep cuts from 70's rock albums was played over the PA system. The contest required the attendees to try to identify not only the group, but oftentimes the lead guitarist on the piece. The activity certainly kept the interest of the vast majority of those present.

At 7 PM the wait staff began to serve dinner which, by all accounts, was enjoyed



continued on page 6

INSIDE YOUR MARCH SNIC BRAAAPP

- Differential Clinic
 - Elwood Shows Off his New Tool
 - Rumpus on Stick vs Automatic!
 - March Madness Brackets
 - Membership Survey
- Lots More Stuff*



DIFFERENTIAL CLINIC

1. $\frac{dy}{dx} + y^2x = 2x$
2. $\frac{d^2y}{dx^2} + x\frac{dy}{dx} + y = 0$
3. $10y'' - y = e^x$
4. $\frac{d^3y}{dx^3} - x\frac{dy}{dx} + (1-x)y = \sin y$

OR DO THESE SHIMS MAKE MY REAR
END LOOK BIG?

TEXT BY BOB STREEPY - GRAPHICS BY THE
AUTHOR AND JACK BILLMACK

APPARENTLY, THE "CABIN FEVER" epidemic was equal to the flu outbreak, as some 30 Coventry Irregulars gathered at stately Holekamp Manor in Wheaton on Saturday morning, January 19, to listen and learn about Triumph differentials. It could very well be that the midwinter doldrums motivated some of the attendees, but the vast majority of those there were highly motivated to acquire as much knowledge as possible about TR diffs from presenter Joe "Stagmeister" Pawlak, and they were not disappointed.

In what might have been an ISOA first for a January clinic, the mild weather made it possible for Jim Aldrich to drive his TR 6 to the tech session. Things got underway around eight, and host Jay Holekamp

provided coffee for the early birds. The first half hour or so was spent milling around and shooting the breeze. The uninitiated, who were making their first pilgrimage to Jay's garage, could easily be spotted with their mouths agape at the cleanliness and organization of the Holekamp shop. Around 9 AM, Joe got things underway with a short discussion of differential equations, thus scar-



ing the hell out of any Liberal Arts majors present before segueing into the real subject matter. He spent the first hour or so discussing the theory of operation of differentials in general, and he talked about some of the common maladies suffered by Triumph owners. He then explained some of the intricacies of measuring and adjusting the interplay of the various components within the differential case, and he talked about the interaction between these mechanisms. The informal "lecture" portion of the clinic concluded with a

discussion and description of specialized tools that are required for the proper disassembly and measurement when undertaking a differential rebuild. (C4 as a substitute for the diff spreader was discouraged.)

Dennis Hill had brought a TR 6 differential to be used for demonstration purposes. While Joe explained the process of tearing down the diff, Dennis and Don Shelton removed the differential cover. Joe then measured the float on the crown wheel and examined the general interplay of the pinion gears to the crown and determined that the overall health of Dennis's differential was reasonably good. For demonstration purposes, Joe then installed the club differential spreader which had been fabricated by Bill Pyle for

continued on page 9

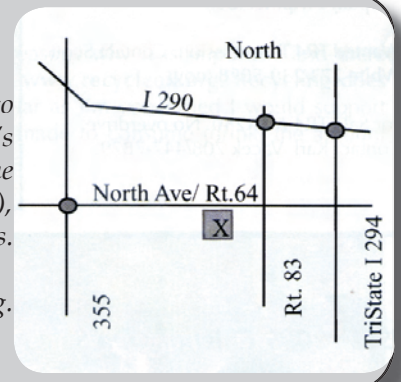




ILLINOIS SPORTS OWNERS ASSOCIATION

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.

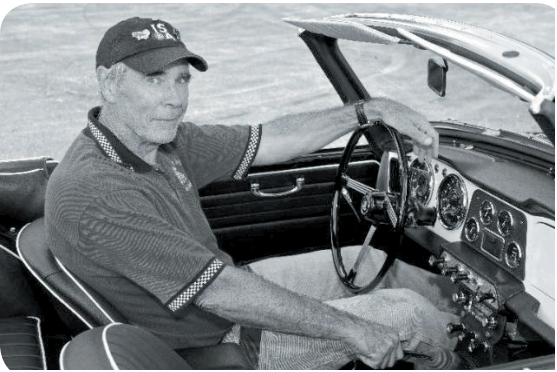


ISOA UPCOMING EVENTS

Month	Date	Day	Time	Event
Mar.	3rd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	9th	Sat.	8:00 AM	Trans Assembly Clinic - Yott's, 412 Carla Ct., Silver lake, WI
	23rd	Sat.	8:00 AM	Carb Clinic - Jensen's, 903 Lilac Ln., Joliet
Apr.	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	13th	Sat.		Chili & More - Morgan's, 4N154 Thornapple Ln., St Chas.
	19-21	Fri.-Sun.		The Gathering - Dobson, NC www.triumphclub.org
	20-21	Sat.-Sun.		Chump Races at Road America
	27th	Sat.	8:00 AM	Distributor Clinic - Pawlak's, 14N640 Engel Rd., Hampshire
May	31st	Wed.	3:00 AM	House on the Rock Tour XXXVII
	4th	Sat.	8:00 AM	Tune Up Clinic - Fisher's Shop, Woodstock
	5th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	10-11	Fr.-Sat.		Celebration of Automobiles - Indianapolis Motor Speedway
	18th	Sat.		Spring Tour/Breakfast Run on Rte. 66
June	25th-June, 2			17th Annual British Car Week
	2nd	Sun.		Champagne British Car Show - Bloomington - http://www.cbcf-bloomington.com/
	2nd	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	8-9			Chump Races - AutoBahn Country Club, Joliet
	12-15	Tu-Fri		TRA Convention Kenlake Resort & Lodge - Aurora, KY
	15th	Sat.		Breakfast Tour/Campout at Black Hawk Farms
	16th	Sun.		Wisconsin British Car Field Day - Sussex, WI
	23rd	Sun.		Michiana Brits Show - Notre Dame, IN
28th	Fri.		Drive In Movie Night - Cascade Drive In, West Chicago	
July	7th	Sun.		Barrington Concours D'Elegance - Makray Memorial Golf Club
	7th	Sun.	7:00 PM	ISOA General Membership Meeting [Board 5:00]
	14th	Sun.		22nd Annual "Mad Dogs & Englishmen British Car Faire" - Hickory Corners, MI
	19-21	Fri-Sun.		The Hawk Race at Road America
	20	Sat.		Summer Driving Tour - Denny Stock
21	Sun.	3:00 PM	ISOA Annual Ravinia Outing	

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

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



A LITTLE BS FROM BS

NEWS AND VIEWS FROM
THE BUSTED KNUCKLE GARAGE
BY SNIC BRAAAP EDITOR BOB STREEPY

IN THOSE ANTEDILUVIAN YEARS WHEN your humble and obedient scribe was first initiated as a card-carrying Coventry Irregular [we actually had club membership cards in those days], tech sessions or clinics were a relatively unknown ISOA activity. Granted, the yearly spring tune-up clinic has its origins back in the 60s; however, in its original incarnation, the event was quite unlike the refined version we have today. In those Halcyon years when Triumphs still roamed the earth as daily drivers, we would annually get together each spring at the garage of a club member and change spark plugs, points, etc. as a perfunctory prelude to an afternoon of beer drinking, tire kicking, and general bs-ing. On rare occasions, a grizzled veteran Triumph owner might show a neophyte a trick or two to help keep his LBC see running, but the vast majority of any tinkering was done by the owner/operator of each car.

Since driving activities are often problematic from November until April here in the heartland, ISOA gradually started to hold clinics during the winter months as a combination bonding/teaching activity once or twice each winter, and the turnouts became increasingly strong, a testament to the skill of the presenters or possibly the winter blahs. Generally speaking, a member with some experience in a particular area would demonstrate the tear down, typical repair, and reassembly of a mechanical component that frequently was troublesome on Triumphs. This

exercise served as a great excuse to get out of the house on a cold Saturday morning, have coffee (or more likely something a bit stronger) and as a side benefit, gain a bit of knowledge so that in the event a required repair on the afflicted part was needed, possibly the knowledge gained by observing someone who actually knew what he was doing might come in handy when the time to do it yourself inevitably rolled around. Gradually, members began to bring their own parts to these clinics to tinker with after watching the club techspurt perform a basic repair.

The clinic presentations became not only more frequent, but also increasingly more sophisticated, in large part due to the extraordinary talent and technical knowledge on the part of some of our clinic facilitators. (Joe Pawlak's and Steve Yott's names immediately come to mind). Simultaneously, competent repair shops that once specialized in the kinds of repairs that half-century old imported automobiles that were never noted for reliability in their heyday, have become progressively difficult to find. Consequently, those of us who are not blessed with mechanical aptitude have very limited options to pursue in the event that our Triumphs need mechanical attention. Granted, many Coventry Irregulars are able to "watch and learn" while Joe or Steve tear down, diagnose, and reassemble a complicated component and then duplicate the process on their own. [I must confess, that even having watched Steve tear down and put together countless transmissions, my take away is that if and when I need to do this, I'll pay someone else to do it rather than tackle a job that I don't have the skill for.]

ISOA is blessed to have individuals with not only the talent, but also the willingness to donate their time and skill to show those of us who are wrench-impaired how to repair and maintain our cars properly. However, in recent years, there has developed what some of us feel is a very disturbing trend on the part of clinic attendees. It seems as if some folks are showing up at the doorstep of a clinic presenter with the box of assorted, greasy parts, some of which are

broken or otherwise unusable, with the expectation that somehow these components can be magically and mystically transformed into a fully-functioning, operative assembly - at no cost to them.

I would very much like to extend the benefit of the doubt to these individuals, and I'd like to hope that perhaps they simply don't know any better because they didn't understand the nature of a clinic. It behooves all of us to try to keep as many Triumphs roadworthy as possible, and anything we can do to help one another accomplish this certainly has merit. Those of us who lack the skills to provide technical advice to new members often attempt to help the club in other ways, such as planning events, contributing to the newsletter or website, leading tours, etc. Still, I think it's important to point out that assuming that because someone is good with a wrench and that they belong to ISOA, they will gladly fix your car for free is more than a bit presumptuous.

Clinics certainly serve a very valuable role in ISOA, both socially as well as practically. They provide us with the chance to get together during the winter doldrums and hang out. More importantly, they also give Triumph owners an opportunity to learn some basic skills that they can use to maintain and repair their own cars, especially in light of the difficulty in locating competent facilities to do these things. However, expecting clinics to provide free labor to rebuild damaged components is not only unrealistic, it's just plain bad form.

I once heard someone say that he had dropped off some broken parts off at one of our club techspurt's garage with a note for him to rebuild them because he said, "I know that he enjoys working on these things." This is really not too much different than dropping off an unruly child at the home of his classroom teacher on a Saturday and telling yourself that it'll be okay because, "You know, she likes kids."

I think it's time some of us use a little common sense in terms of expecting something for nothing. We've got one of the greatest car clubs in the country in no small part due to the exceptional talent and skill of our club tech spurts. Let's not ruin it by killing the golden geese.



MARK ON THE MARQUE



BY ISOA PRESIDENT

MARK "PAINLESS" HATTENHAUER
I'm afraid this is going to hurt.

Beware the Ides of March, or for that matter the whole darn month as I torture you with trivial and unimportant facts in the month of March.

- March 1 *National Pig Day*. Recognize and appreciate these intellectual animals for all their public service...i.e. bacon and barbecued ribs.
- 2 *National Banana Cream Pie Day*. Have some, or as Soupy Sales preferred, give someone a facial with one.
- 3 *I Want You To Be Happy Day*. Did you ever think about making others happy in an unselfish way? I didn't think so; we prefer to celebrate Oscar the Grouch Day (whenever that might be).
- 4 *National Pound Cake Day*. Celebrate making or buying a pound cake to share with friends and family. If unable to do so, perhaps just tell all your loved ones to go pound some...
- 5 *National Cheese Doodle Day*. Invented in 1940 by Morrie Yohai. Have a Wang Dang Cheese Doodle Day!
- 6 *National Dentist Day*. A personal favorite of mine. Buy some Milk Duds (or pay that overdue bill) and make your dentist happy today.
- 7 *Alexander Graham Bell Day*. This

is the date Bell received his patent for the original "Smart phone." Who knew?

- 8 *International Womens Day*. Try not to start a sexual harassment case at work today. Behave yourself.
- 9 *Middle Name Pride Day*. Also my son Alex's Birthday. Happy birthday Otto!
- 10 *National Blueberry Popover Day*. Also the beginning of Daylight Savings Time...remember to spring forward.
- 11 *National Worship of Tools Day*. Show your tools some love today! Pun intended.
- 12 *Plumbers Day*. Perhaps clog up a toilet today, remember to be creative.
- 13 *Earmuff Day*. The earmuff was patented on this day by Chester Greenwood.
- 14 *Pi Day*. The ratio of the circumference of a circle to its diameter. Who doesn't like Pi? Also *National Potato Chip Day* (should chips really have to share their special day with Pi?)
- 15 *The Ides of March*. A bad day for Caesar. A great day for the band. They will be playing at Viper Alley in Lincolnshire today. Watch out for that friendly stranger in that black sedan or sTReepy in his roadster.
- 16 *Freedom of Information Day*. I give you all this information because I'm just a giver. Thanks for sharing.
- 17 *St. Paddy's Day*. More than just parades and corned beef...green beer too!
- 18 *Supreme Sacrifice Day*. No this isn't about getting up with your hangover and going to work...recognize those who have made great sacrifice to make the world a better place.
- 19 *March Madness Begins*. Let the games begin...my second favorite weekend of the year.

- 20 *Head Injury Awareness, Extraterrestrial Abductions Day, or National Ravioli Day*. Pick your favorite, or roll them into one big meatball and celebrate them all (I'm trying to get a visual on that one).
- 21 *Meteorological Spring* starts today.
- 22 *World Water Day*. Drink some. Don't forget to empty your bladder.
- 23 *National Puppy Day, Near Miss Day, or National Chip and Dip Day*. Remember if the asteroid Apollo hadn't missed, there would be no Puppy or Chip and Dip Day.
- 24 *Palm Sunday or National Chocolate Raisin Day*. You choose, but remember it's Lent.
- 25 *Passover or International Waffle Day*. Chose one - no waffling!
- 26 *National Nougat Day*. Don't forget creamy caramel
- 27 *National Joe Day*. Just a shout out to my boys "Hey, Joe!"
- 28 *National Black Forest Cake Day*. The most famous German pastry of all times (insert your own German pastry joke here, I prefer Heidi).
- 29 *National Lemon Chiffon Cake Day*. Let them eat cake.
- 30 *National Doctor's Day*. You can blame this one on George Bush.
- 31 *Easter* (also known as Resurrection Day...a day some of our Triumphs will never celebrate), I would be remiss to leave out *National Bunsen Burner Day*. The burner was invented by Robert Wilhelm Eberhard von Bunsen.

The tie in here with TRiumphs ...by the time you finish this calendar, driving season will be here...This has been a public service announcement.

Painless

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

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



We also presented certificates of thanks to those club members who hosted social functions or clinics last year. These recipients included the Pawlaks, the Morgans, the Caspers, the Holekamps, the Jensens,

Big Bash - continued from page one
 by even the most discriminating gourmets in attendance; certainly a far cry from recent big bashes held elsewhere.

Following the meal, Joe provided the answers to the musical questions and presented a prize to winner Mark Costello. Mike Blonder then read off the names of the members who were listed on the "Who Dat?" game. Mike then turned the microphone over to newly installed ISOA President, Mark "Painless" Hattenhauer, who gave his inaugural address. If brevity is the soul of wit, Painless will go down in ISOA lore as the wittiest chief executive of all time.



Following Mark's first inaugural, your humble and obedient scribe presented awards to various ISOA "Unsung Heros," including Chuck Montague and Bill Jensen for schlepping the club magazine archives and regalia up and down the steps of

Mack's Golden Pheasant each month for the benefit of the membership. I then presented awards to those members who graciously volunteered to craft verbal tapestries over the course of 2012 that graced the pages of *SNIC BRAAAPP*. The 2012 "Snickies" went out to Jay Holekamp, Jack Billimack, Mark Fisher, Dave Kanzler, Irv Korey, Ed Krakowiak, Peter Conover, Dave Shedor, Lorrie-Ann Fisher, Doug Larson, Mike Konopka, Pat Morse, Joe Pawlak, Mike Johnson, Roman Hrynewycz, Frank Cartwright, Doug Clark, Jeff Rust, Denny Stock, Kim Jensen, and Bob Steele for submitting text and graphics about events that they attended.

I also thanked the *SNIC BRAAAPP* head proofreader, Carol Streepy, for spending immeasurable time in what is certainly a very frustrating effort to decipher my often mangled sentence structure.



Mike Blonder/Terry Underhill, Yves Boode, Mark Fisher, and Steve Yott - all of whom were gracious enough to provide a site for clinics and/or parties.

Next, we presented the club "Super Boomer" award for 2012, and the unanimous selection for this esteemed accolade was Tom "Grinder" Greever for inflicting significant pain, but fortunately no permanent injury, on to his person



with an angle grinder. Unfortunately, Tom was not in attendance in order to provide us with all of the sordid details surrounding the occasion, but those of us who heard the hilarious first-hand account last summer surrounding the unfortunate incident will likely not forget it.



A special award was presented to outgoing club president Roman Hrynewycz for his leadership over the last two years by newly installed chief executive Mark Hattenauer. A plaque was also bestowed upon your humble and obedient scribe for my continued efforts to provide the membership with a steady supply of fish wrap each month.

The final award to go out at the big bash was for the member of the year Ray Henderson Award. The 2012 co-recipients were Joe and Kathy Pawlak. This award was as much a lifetime achievement award as it was for anything in particular that Joe had done in the last 12 months. Over the years, the Stagmeister has served as newsletter editor, club president, leader of numerous cross-country caravans, host of countless technical clinics on virtually everything Triumph, as well as being a member of the board for nearly 2 decades. Joe also was the guiding force behind the TTA stag restoration project, and his commitment ISOA is beyond measure. An identical award was also presented to Kathy for her work behind the scenes on all of her family's efforts to make ISOA the finest Triumph club in existence.

After the awards ceremony, the audience was treated to a musical interlude provided by the ISOA house band, The Spinal Tappets. The performance was the first for the band since the loss of founding member and drummer Dave Kayson,

so the gig in many ways was bitter-sweet. The iteration that performed at the bash this year consisted of Mike Konopka, Jim Aldrich, Dan Swanson, and Mark Fisher, since Peter Conover was on tour with the Chicago Symphony Orchestra. The set included some of the Tappet standards, a few new tunes, and some rock covers which kept the crowd highly entertained.

Following the band's set, it was time for a big bash tradition in which each table is asked to try to identify photographs of newsmakers from 2012. As always, Jack and Barb Billimack managed to find images

of immediately recognizable as well as incredibly obscure people for this diversion, and it certainly challenged each table in trying to recognize some of the folks whose 15 minutes of fame took place some time or other in 2012.

The 2013 edition of the Big Bash will certainly go down as most memorable. The games, the awards, the entertainment and the food were all first rate, and certainly the unanimous consensus was that 2013 is off to a fantastic start for the members of ISOA.

Suds





HOT CHICKS WHO SMOKE
BY DAVE "RUMPUS" KANZLER

A FEW WEEKS AGO THERE WAS an email exchange about a tricked out TR6 with a V8 engine, racing slicks, side pipes, etc. and an automatic transmission. If someone wants to turn his TR6 into a Cobra, I have no objections, but when I saw that it had an automatic transmission, I immediately lost interest. For me, it is like seeing a very hot woman light up a cigarette or talk about the latest episode of "Jersey Shore," immediate turn off.

Or worse: years ago I accepted a job offer from a guy who had taken over his deceased wife's successful

company. He was fat and wore a toupee. I was a little leery, but the company had promise. We played a round of golf together, and after the round, we were changing in the locker room, and I saw that he had on black bikini underwear. It flipped a switch. I called him the next day and reneged on my acceptance of the offer. I just couldn't do it. Well, automatic transmissions in two-seat roadsters are like a fat guy wearing black bikini underwear. Somehow the whole point got missed along the way.

I'm probably going to offend some people, but two-seat roadsters should only have manual transmissions. It is just a fundamental law of nature, like having a hot dog at a baseball game, listening to rock music with the volume turned up, or making love with your clothes off. (I hate it when they have love scenes on TV/movies and the actress has her bra on - really? I'd rather they not show anything than show that.)

Barring some medical issue, what is the point of driving a TR6 with an automatic transmission? The whole point of driving a Triumph,

or Porsche, or Miata is the driving experience, and you lose a lot of that without a manual transmission. The visceral feel of engaging the clutch and shifting gears is integral to the driving experience. Once you give that up, you've given up. You might as well flush your Viagra down the toilet, put on sweat pants and start watching "The View."

There is a big debate in the Porsche-world about PDK transmissions vs. manual transmissions. Yes, you can technically "shift" a PDK transmission, but if it doesn't have a clutch pedal, it isn't really shifting. In fact, it is worse than having an automatic. At least with an automatic, you have admitted that you've given up. The PDK folks have given up, just not admitted it yet.

I guess a fair question to ask me is that if given the chance to drive a Ferrari with an automatic transmission and make love to the woman pictured here, would I? Well to that, I would say that while I have my principles, it is also important to keep an open mind.

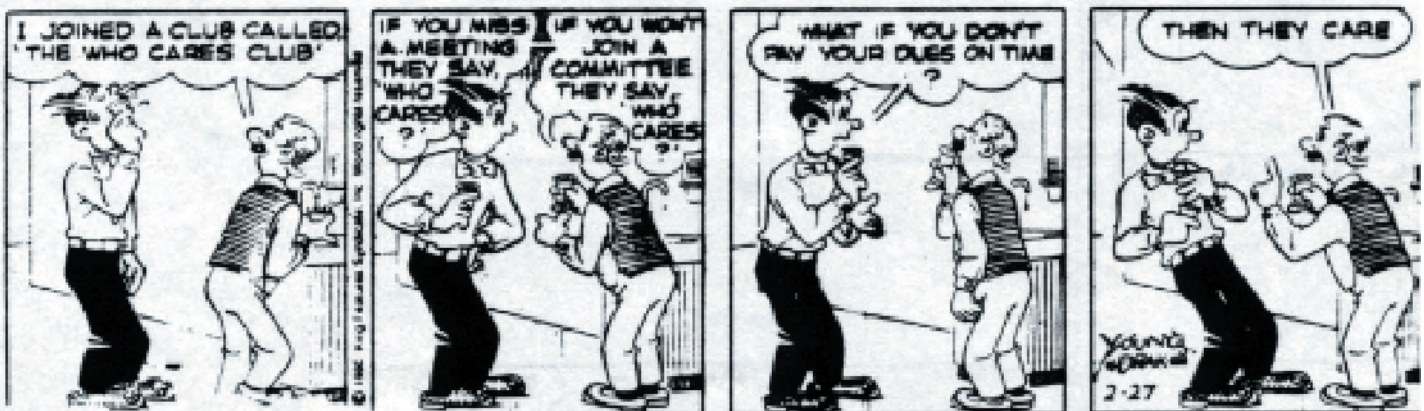
Rumpus



2013 ISOA membership dues of 35.00 must be paid by March 1st. Bring your payment to the March meeting or mail to:

Tim Buja, 1173 Butler Road, Rockford, IL 61108-4702

BLONDIE



POWER TO THE PEOPLE BY IRV "ELWOOD" KOREY



ONE OF MY FAVORITE TRIUMPH activities is frequenting Steve Yott's garage/shop. Steve may not be "a professional mechanic," but he knows way more than most of us combined, and I always learn something when I'm there watching (mostly) or assisting (only

under severely controlled conditions) as projects get done.

Most recently, I was there when he stripped down the engine from Spuds's TR4A and assisted in the removal of the engine, transmission, and diff from Joe Honor's TR6. One of the tools Steve used extensively in both of these projects was a compact, battery powered impact wrench. This thing is a super time saver.

I had never considered buying a cordless impact for myself, as they were too big and too expensive. Steve's was different, at least the too big part. His is a Makita, and it is very compact yet powerful. At \$200+, it is probably beyond the budget of the average TR6 owner. It's beyond my budget. But, thanks to the miracle of Asia, non-professional

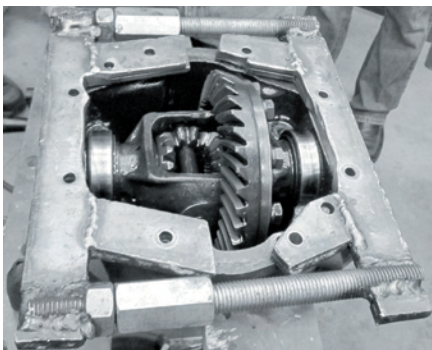
grade options exist for those whose budgets are somewhat constrained.

Research by Bob Streepy revealed a 19.2 volt, 3/8" drive, compact and reasonably priced option is available from Craftsman. On sale periodically from Sears, this can be had for \$89.95 delivered with battery and charger. It comes with a 1- year warranty.

So, if you've ever had the hots for a cordless impact but not the \$\$\$, this may be what you are looking for. NFI.

Elwood

<http://www.sears.com/craftsman-cm-c3-3-8/p-00932741000P?prdNo=16&blockNo=16&blockType=G16>



continued from page 2

the use of ISOA Members. The employment of the infamous diff spreader generally creates a heightened case of sphincter tension on the part of the diff owner, and this occasion proved to be no exception. After what must have seemed like an interminable period of time, at least to Danny Hill, a few turns on the spreader expanded the case a thousand of an inch or so until the internals could be extracted.

Joe then selected a combination of shims to make sure that the side to side float was well within spec. The condition of the bearings appeared to be fine, and

consequently, the general consensus was that they would be reinstalled rather than recycled. Unfortunately, one of the flanges was damaged, so the reassembly was put on hold until a replacement could be sourced.

Around midday, Jay ordered pizza for the assembled multitude, and a lunch break ensued. Following the tasty repast, the group adjourned back to the garage, and a few other differentials were evaluated using the same procedures that Joe had demonstrated in the morning session.

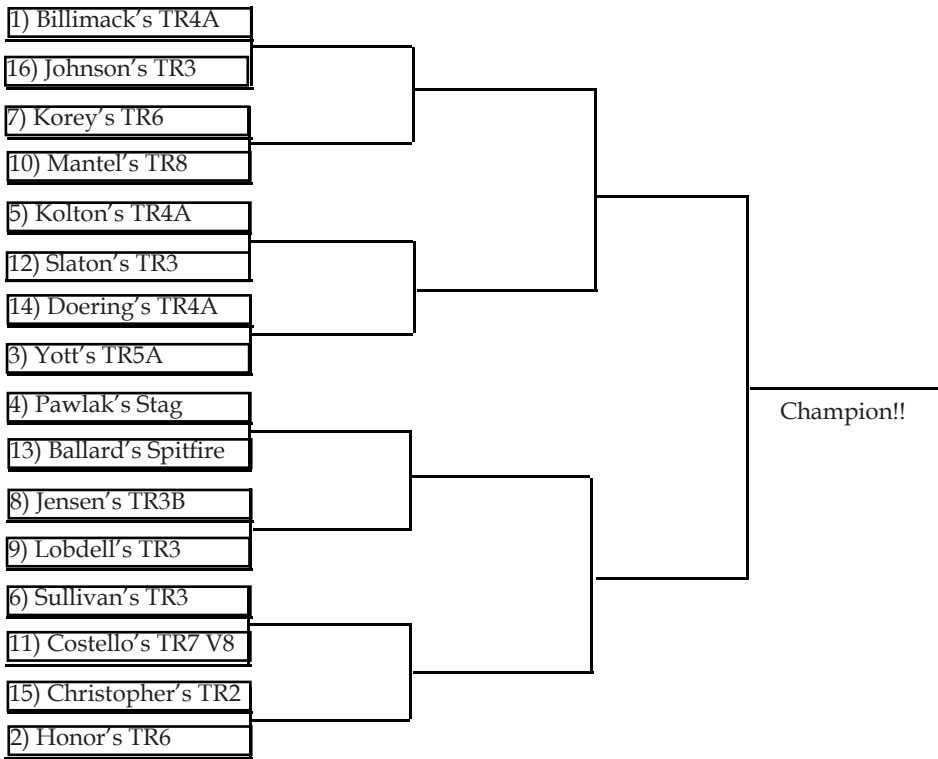
For many of the first-timers in attendance, there was clearly an element of shock and awe, not only at the pristine condition of Jay's garage, but also of the considerable expertise on Joe's part. As is so often the case in club clinics dealing with complex technical issues, some of the observers came away with a newfound appreciation of the complexity of the of repair and maintenance of these complicated systems and left convinced that the skill required was beyond them. Others decided that their newfound

knowledge from attending this workshop gave them the skill and confidence to tackle the repairs themselves. Either way, as is always the case with ISOA Tech sessions, the event was well-organized, informative, with just the right mix of information and camaraderie, and a generous portion of humor thrown in for good measure.

Our collective thanks go to Jay and Joe for providing yet another excellent club technical clinic.



Suds



ISOA TECHNICAL ExSPURTS

- TR2 Al "Chromedome" Christopher
773/233-2526
- TR3/4 Pat "PowerBuldge" Lobdell
219/942-1263
- TR4A/
250/5A Steve "Godfather" Yott
262/997-0701
- TR6 Jeff "Stalker" Rust
(Early) 815/874-5623
- TR6 Irv "Elwood" Korey
(Late) 847/831 2809
- TR7 Phil "Factor" Fox
630/662-7721
- TR8 Tim "Tool Man" Buja
815/332-3119
- Spitfire - Joe "Stagmeister" Pawlak
[Early] 847/683-9683
- Spitfire - Rick Paulson
[Late] 847/669-1030
- GT6 Dave "Snake" Shedor
847 566 0478.
- Stag Joe "Stagmeister" Pawlak
847/683-9683
- Herald Jack "Spuds" Billimack
815/459-4721
- Machinist Bob "Opera Man" Crowley
630/319-7343
- Electrical, Joe "Stagmeister" Pawlak
Paint, Body, 847/683-9683
- IL. Dept. Revenue Mike "Scooter" Johnson
Ombudsman scooter5559@comcast.net

BACK BY POPULAR DEMAND, ONCE AGAIN, WE ARE PROVIDING OUR FAITHFUL reader[s] with an opportunity to win a hearty handshake from your humble and obedient scribe. Several of the Coventry Irregulars are currently engaged in major restoration projects. In keeping with the spirit of March Madness, we have seeded 16 of these members on the basis of exhaustive quantitative analysis and ranked them based on our prognostication of their successful completion of their restoration projects. Fill out your own bracket based on your prediction of their order of finish, and we will compare notes at the end of the year. This year's top seed [Jack Billimack-TR4A] hopes to improve on last year's 2nd place in Puff the tragic Herald, narrowly losing to Kim Casper's Spit 6. Al Christopher has moved up from 15th to 16th seed based on the condition of Johnson's TR3, which only needs a frame, a body, an engine, and a transmission to become a higher seed. He is currently in undisputed 16th, only because there aren't any lower seeds.



Great Lakes TRIals

Preliminary Itinerary

Thursday:
Registration
Welcome Party

Friday:
Membership Meeting
Road Rally & British Pub Lunch
Dinner Tour
Evening Shenanigans

Saturday:
Car Show in Empire
Afternoon on your own to explore
•ighthouse & Winery Tours
• Quiet Towns for Shopping
• Driving the Fabulous Dock Road
• Sleeping Bear Dunes National Park
• Fence 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
[GreatLakesTrials.com](http://www.GreatLakesTrials.com)
(977) 265-480

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

6-PACK TRIALS September 19-22, 2013



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

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

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



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

THE ELEVENTH ANNUAL
KASTNER CUP

SEPTEMBER 6-8 2013 WITH HONORED GUEST
KAS KASTNER!

ROAD AMERICA
ELKHART LAKE, WI



Sunday, June 16th
Sussex Park, Sussex, WI



The Chumpcar Race Series returns to Road America April 20th & 21st. ISOA's semiofficial entry, Rusty Galore piloted by Team Bondo, is scheduled to compete. Make plans now to come to Elkhart Lake to cheer Silo and the gang on to a victory.

British Car Festival

September 8th • 9:00am to 3:00pm
Registration 9:00AM to 12:30PM
Awards at 3:00PM
Harper College, Palatine, Illinois
www.britishcarunion.com



Dear Sir Bentley,
Thank you so much for your wise consul on my recent inquiry on a few restoration questions regarding my ongoing Standard 10 estate project.

Once again, however, I find myself in need of your sage advice. At a recent ISOA club technical session, I brought the differential from my car, but the so-called "tech-spurts" were unable to remove the internals from diffy because the club does not possess a case spreader for the Standard solid axle cars. Needless to say, I was a bit miffed that these supposed experts neglected to purchase or fabricate such a tool, especially since I'm certain many of us in the club might be able to use such a device. In any case, I would like to evaluate [or actually I would like them to] evaluate the internals of my rear end, but without a spreader, I'm in a quandary as to how to go about removing the crown wheel. What suggestions do you have for my dilemma?

Scrap Iron

My Good Fellow,

Not to worry. There is no need to employ a case spreader to remove the internal mechanisms from any differential unit. The process of extracting the various gears, bearings, seals, etc. can easily be accomplished through the judicious use of Euclidean principles; in other words - simple leverage. Utilizing two standard crowbars [a jack handle will also suffice] place a pry bar on each side of the crown wheel. [It may be helpful to employ

an assistant.] Then, simply apply downward pressure until the gear "pops" out of the case. In extreme cases, putting the unit in a quality hydraulic press such as those found at a fine tool purveyor such as the Harbour Freight Company, can also accomplish the objective. An alternative method utilizes the judicious application of C4 placed strategically inside the case to expedite the removal. However, there have been reported instances of slight damage to the races using this method, so caution is advised. In the unlikely event that any of the components are damaged, I suggest using JB weld to repair any broken bits.

To re-install, place the internals in a freezer overnight whilst simultaneously heating the case at 450 for 8-10 hours. Then quickly place the gears, bearings, seals, etc back into the unit before they reach room temperature.

If you will permit me an impartial observation, I find it reprehensible that your local club tool inventory does not include the proprietary Churchill parts that were fabricated specifically for your Standard 10. With the explosion in popularity that these models are currently experiencing, there will most certainly be a huge upsurge in popularity of these most excellent vehicles on your club roster. Not having suitable tools to repair and maintain them is certainly a dereliction of duty by your club officials.

Happing Motoring
BH

Dear Sir Bentley,

I recently acquired a stunning Triumph TR6 through an internet auction. The car was absolutely gorgeous, and I told all of my friends about what a fantastic car I had just obtained. Unfortunately, the seller could not arrange for immediate delivery, but he did send me

plenty of pictures and even a video of the car whizzing along the infamous "Tail of the Dragon." I watched that video over and over and got to the point that I could practically hear and smell the TR as it clipped the apexes and downshifted through the twisty-turnies along Highway 129. I even went so far as to pre-resister my beloved TR for numerous car shows and nominated it for entry into several prestigious concours. Imagine my abject grief when I was notified that my darling TR6 was totaled in a horrific car accident. I was then compelled to tell my friends that the love of my life had been taken from me. Now, I find that the car did not really exist. It was all a hoax. I am so embarrassed. How do I go about restoring my reputation and reestablishing my credibility as a car guy to all of my friends?

MT, South Bend, IN

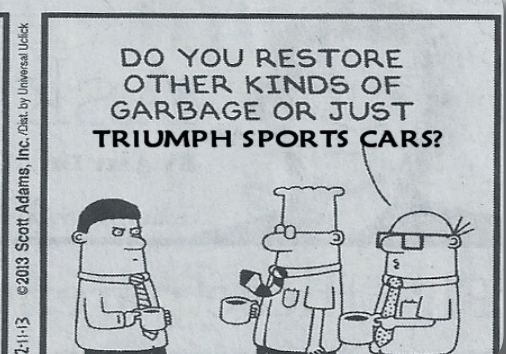
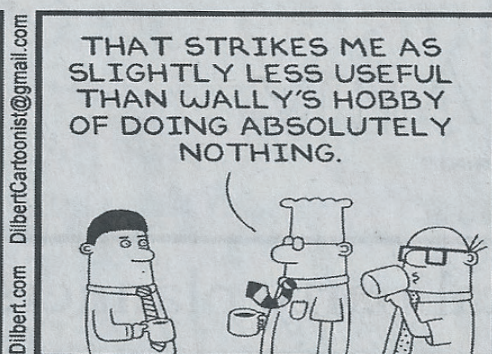
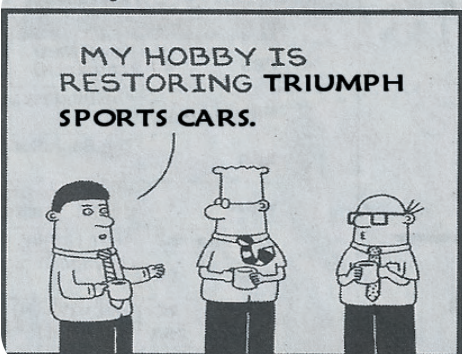
My Dear Lad,

Please accept my condolences on your dilemma. My boy, it appears that you have been "catfished." Simply put, some ne'er-do-wells have clearly taken advantage of your trusting nature and perpetrated a dastardly fraud on you. I recommend you explain your situation by means of social media and conducting an interview with some famous talk show host. It also helps if you cry profusely and plead naïveté regarding your imaginary Triumph. However, in the future, let me humbly suggest that before you imply to anyone who will listen, that you, in fact, possess something, it is usually wise to take delivery and verify the actual existence of the item, whatever it may be.

Trust, but verify!

BH

Dilbert By Scott Adams





FEBRUARY MEETING NOTES

BY ISOA SECRETARY BOB STREEPY

ALTHOUGH THE FEBRUARY MONTHLY meeting of the Illinois Sports Owners Association was held on the second Sunday of the month and despite extremely inclement weather, some 50 Coventry Irregulars descended into the garden level of Mack's Golden Pheasant on February 10 to attend the monthly club meeting. Newly installed club president Mark Hattenhauer called things to order shortly after 7 PM. There were no new members in attendance, and no one indicated that they had recently acquired any additional rolling stock to their Triumph inventory. The first order of business, following the introduction of board members, was a request from Mike Blonder for a successor to fill his position as the club BCU representative. While on the subject, Mark also mentioned that the board is in the process of trying to arrange for backups for several club positions, including newsletter editor, events chair, and treasurer.

Mark then asked if there were any status reports from members who are currently involved in Triumph projects. Kim Jensen gleefully announced that the overdrive transmission in her Spitfire had been rebuilt, and that the gearbox had been installed the previous Saturday with the help of Joe Felix, Jim Aldrich, and Pete Ballard. Mike Konopka indicated that he had switched to Dot 5 silicone brake fluid, and that he was in the market for some TR six brake calipers. Jack Billimack reported that his TR 4 engine rebuild was complete, and that he planned to begin the stripping and repainting of his engine bay before installing the motor. Jim Aldrich notified the group that he had just about completed the installation of some machine tools in his garage, and he planned to soon provide machining services for ISOA members. Doug Larson mentioned that he was in the midst of installing a supercharger on his TR 6, and Joe Kaplan indicated that he was in the process of installing an overdrive in his Spitfire.

Next on the agenda was a discussion of past events. Jack Billimack spoke about the "Same-Day" removal and reinstallation of Dennis Hill's TR 6 transmission. The extraction revealed the dreaded broken clutch pin. Fortunately, Frank Cartwright had a modified clutch shaft available which he offered up for use. Jay Holekamp reported on the differential clinic [See Page 2], and several people commented favorably on the Big Bash [See Page 1]. Your humble and obedient scribe's described a program offered by Moss Motors in which scavenger hunters take photos of their LBCs at various sites to win points towards a gift certificate from Moss. Complete details are available on the Moss Website. [www.MossMotoring.com/Challenge] I also mentioned the survey stapled at the centerfold of this month's newsletter, which the board hopes all members will complete and return in time for the April meeting.

Next up, Jack Billimack outlined the litany of events that are scheduled in the near future. Among other things, he spoke about the transmission clinics; Part One will deal with tear down and diagnosis, followed a few weeks later by Part Two, which will focus on reassembly. Jack also described the swap meet at which the club will have a recruiting table. He also talked about a track day at the Autobahn racetrack in Joliet, the upcoming carb clinic, the distributor clinic, and the spring chili party scheduled at the home of Tom and Pat Morgan.

Prior to the break, Mike Johnson announced that due to some unfortunate personal issues, his TR 3 is for sale. Following a short break, the monthly raffle was won by Mario Picciola.

The nominations for the Peter M. Roberts included Joe Felix, Pete Ballard, and Jim Aldrich for helping install the transmission in Kim Jensen's Spitfire. Bill Colton nominated his brother, John, for paying his club dues, and George Grumbos nominated Chuck Montague for lugging the ISOA Magazine Archives up and down the steps of Mack's for lo

these many months. The award was won by Chuck.

There were no Boomer nominations this month, consequently the coveted wire wheel was placed in Mack's vault for safe keeping until a worthy recipient is nominated next time.

There being no further discussion, Mark adjourned the meeting at 8:20. With apologies for any errors or omissions, respectfully submitted, your humble and obedient scribe.

Suds

**2013 ISOA
BOARD OF DIRECTORS**

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

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

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

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

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

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

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

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

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

BCU Mike Blonder*
Reps Terri 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. All ad copy is taken from sellers. SNIC BRAAAP does not inspect any cars as a prerequisite for inclusion here and does not assume any responsibility as to the accuracy of any ad text. As with any purchase, Caveat Emptor. To place an add, please e-mail Bob Streepy at: trstreep@sbcglobal.net or call 630/372-7565. *The editor reserves the right to adjust the length of an ad to accommodate the space available.*

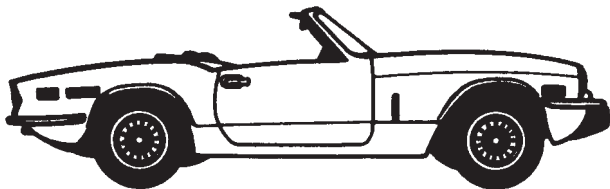
•*For Sale:* 1960 TR 3, original owner, 116,000 miles
<https://picasaweb.google.com/qclotusracer/1960TR3>
 ~\$14,000, 309-786-5949 Charlie White, Rock Island, IL [Not an ISOA member 01/13]

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

•*For Sale:* Limited number of faithful reproduction TR4 warranty booklets. Selling at cost while they last. Bob Streepy trstreep@sbcglobal.net. 630/263-7565 03-13

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

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



Happy Birthday

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

George Grumbos 3/03
 Bill Kolton 3/05
 Mary Kurtzner 3/07
 Dolores Danihel 3/10
 Scott Stier 3/11
 Wayne Seyller 3/14
 Ken Smith 3/15
 Alan Avery 3/18
 Karsten Kell 3/18

Dave Kanzler 3/19
 Jay Holekamp 3/23
 Mike Sedlak 3/24
 Bobby Lathrop 3/26
 Mel Merzon 3/27
 Joe Pawlak 3/27
 John Kontos 3/29
 Carl Geiger 3/30

Snic Preview

Coming in your April SNICC BRAAAP
 Available at sleazier newsstands March 26th

- Rumpus on Stag Movies and Triumphs
- Trans Clinic I & II
- Swap Meet Report
- Club Merger Update

Lots More Stuff

Shoe By Chris Cassatt, Gary Brookings and Susie MacNelly





1923 Triumph 12-20 First Triumph "Sports Car" manufactured



ISOA ON THE WORLD WIDE WEB

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

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

ONLINE ROSTER ACCESS INFO

Snic

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

Braaapp

THE REAR VIEW MIRROR

MARCH 2013



*KIM AND BILL JENSEN IN "MISS ELIZABETH" KIM'S "IRISH RACING GREEN" 1976 SPITFIRE 1500
EN ROUTE TO CHAMPAGNE BRITISH CAR SHOW 2012*